TWENTY AUTUMN TRIPS.

yellowst
F
722.9
.A1
no.48

SEPTEMBER AND OCTOBER 1890.

AUTUMN TOUR THROUGH THE

Yellowstone National Park and Across the Continent.

W. RAYMOND, I. A. WHITCOMB,

296 Washington Street (opposite School St.), Boston, Mass.

TWENTY AUTUMN TRIPS.

SEPTEMBER AND OCTOBER, 1890.

LIST OF EXCURSIONS.

Autumn Excursion No. 1, September 1-6.—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. See pages 9–14.

Autumn Excursion No. 2, September 1-11.—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, Fabyan House, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. See pages 15–21.

Autumn Excursion No. 3, September 2-8.—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume House, Flume, Pool, etc. See pages 22–26.

Autumn Excursion No. 4, September 2-10.—Isles of Shoals, Mount Desert, Green Mountain, Moosehead Lake, Mount Kineo House, Poland Spring, etc. See pages 27–33.

Autumn Excursion No. 5, September 2-6.—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. See pages 34–37.

Autumn Excursion No. 6, September 2-11.—Hoosac Tunnel, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, Fabyan House, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. See pages 38–42.

Autumn Excursion No. 7, September 2-10.—The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. See pages 43–51.

Autumn Excursion No. 8, September 2-13.—The Lehigh Valley, Mauch Chunk, Switchback Railway, Glen Onoko, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. See pages 52–59.

Autumn Excursion No. 9, September 2-13.—The Lehigh Valley, Mauch Chunk, Switchback Railway, Glen Onoko, Wyoming Valley, Watkins Glen, Niagara Falls, Albany, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Rutland, Vt. See pages 60–65.

Autumn Excursion No. 10, September 8-13.—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. See pages 9–14.

Autumn Excursion No. 11, September 8-19.—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. See pages 66–73.

Autumn Excursion No. 12, September 8-20.—Hudson River, Albany, Trenton Falls, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Fabyan House, Mount Pleasant House, Crawford House, White Mountain Notch, etc. See pages 74–80.

Autumn Excursion No. 13, September 9-13.—The White Mountains, including the Franconia Flume and Pool, the Flume House, Profile House, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 81–86.

Autumn Excursion No. 14, September 9-13.—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. See pages 34–37.

Autumn Excursion No. 15, September 9-19.—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. See pages 87–90.

Autumn Excursion No. 16, September 9-20.— Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, the Fabyan House, Mount Pleasant House, Crawford House, White Mountain Notch, etc. See pages 91–95.

Autumn Excursion No. 17, September 16-20.— The White Mountains, including the Franconia Flume and Pool, the Flume House, Profile House, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 81–86.

Autumn Excursion No. 18, September 22-October 7.— Fall River Line to New York, thence to Philadelphia, Baltimore, the Battle-field of Gettysburg, and the Blue Mountain House; by the Bay Line steamers down Chesapeake Bay to Fortress Monroe, Old Point Comfort; thence to Richmond, and up the James River Valley to the Natural Bridge of Virginia; through the Shenandoah Valley to the Caverns of Luray, Harper's Ferry, and Washington, D. C., and home *via* Baltimore, Philadelphia, and New York. See pages 91–123.

Autumn Excursion No. 19, September 23-27.— The White Mountains, including the Franconia Flume and Pool, the Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 81–86.

Autumn Excursion No. 20, September 30-October 7.— Fall River Line to New York, thence to Philadelphia, Baltimore, the Battlefield of Gettysburg, Hagerstown, Harper's Ferry, and Washington; with a return *via* Baltimore, Philadelphia, and New York. See pages 124–130.

Tour through the Yellowstone National Park and Across the Continent, leaving Boston September 11. See pages 133–137.

Grand Transcontinental Tour to the Pacific Northwest and California, leaving Boston October 13. See pages 138–140.

An Autumn Trip to Southern California, leaving Boston October 13. See pages 141, 142.

Eight Grand Winter Trips to California, leaving Boston November 13, December 11, January 13 and 15, February 3 and 12, and March 5 and 10. See pages 143–147.

Two Tours through the Southern States, Mexico and California, leaving Boston January 13 and February 3. See pages 148–150.

A Tour through the Southern States and Mexico, leaving Boston March 10. See pages 151, 152.

W. RAYMOND, I. A. WHITCOMB,

296 Washington St. (opposite School St.), Boston, Mass.

TWENTY AUTUMN TOURS.

TWENTY very attractive excursions are included in our autumn prospectus. We hardly need call attention to the fact that September and October are delightful months for pleasure traveling. The summer throngs have fled homeward, leaving avenues of travel, hotels, and places of interest to the full enjoyment of the later comer, who may all the more readily find pleasure in seeing Nature in her own garb instead of Fashion's array. The forests take on a new glory in the autumn. The hillsides of Western Massachusetts and the great woodland stretches of Northern New England and New York are aglow with rich tints. Amid such splendors a journey through the picturesque sections of the Northern and Middle States becomes a fresh source of enjoyment.

Some of the most popular of our standard trips are presented, and the list of places to be visited includes the most famous resorts of New England, Canada, the Middle States, and Virginia.

There is a numerous array of low-priced tours. These, it should be added, are carried out with all the care and elaborateness of detail that have made our excursions in previous years so markedly popular. They have been arranged with a view to meeting the wishes of a large number of our patrons who find it inconvenient to absent

themselves from home or business ties for the time required in the longer excursions, or who desire to make a short tour, occupying only a part of their vacation season. In several instances combinations of different trips can be made, extending the itineraries considerably and forming still more comprehensive tours. From year to year our excursion routes have been extended and perfected, and improvements have been made in many minor details. We shall continue the same course, broadening the advantages of tourist travel, and presenting in connection therewith the best possible service. Our system of conducting excursions is now thoroughly understood and appreciated by the best class of the traveling public. It is everywhere recognized that, while our tours are cheap beyond all possibilities in the cost of individual travel, they are in no sense cheapened in the arrangements, which are always made to insure strictly first-class accommodations.

A feature of our excursion system which must especially commend itself is this: While the traveler secures many little comforts and attentions that could not otherwise be had, he does not subject himself to any special or ostentatious display, which would naturally be obnoxious to persons of quiet tastes. Members of our parties move from place to place as private travelers, and are received at hotels as private guests, with the added advantage of having their special wants studied and provided for in advance. In the cars they form a select company, and are relieved of the annoyance of being placed in proximity to strangers, and, as it often happens in the common way of traveling, undesirable people. All details regarding engagement of rooms, cars, carriages, meals, etc., are previously arranged, and the passenger is left to the full enjoyment of his journey, with the knowledge that the business part of the excursion is in competent hands, and that every matter pertaining thereto will receive prompt attention. Attentive and experienced conductors accompany every party.

Ladies traveling alone can join our tourist parties with the same degree of security that would attend them in case they chanced to be under special escort. They are entirely relieved from the ordinary cares, responsibilities, and petty annoyances of traveling.

It is desirable that persons who intend going on any of the trips shall register their names therefor as early as practicable. This involves no personal expense or responsibility, but enables us to form an estimate of the probable size of the parties in advance. If circumstances prevent the person from going, the name is simply taken from the list, and the next applicant is permitted to fill the vacancy. The tickets can be taken and paid for at the convenience of the passenger any time to within a few days of the date of departure—not necessarily when the name is put down. The limitation of the time in which persons may join a party is generally to within two or three days before starting, as the rooming lists are sent to hotels in advance, and other matters pertaining to the transportation and general comfort of the traveler must be prearranged. Should a withdrawal be necessitated even after the ticket has been paid for, the money will be refunded in full. We make this explanation for the information of many who may not be acquainted with our method of forming parties, and who may be disposed to delay joining until the last moment.

In sending names for registration, please be particular to designate plainly the number, as well as the date, of the excursion chosen, and also to give full name (middle initials if any), stating whether "Miss" or "Mrs." in the case of ladies, and correct post-office address. Souvenir lists of the excursionists in each party will be printed.

We would call the attention of our passengers to the fact that all checked baggage is under the supervision of the conductor or his assistants, who will attend to its delivery at the rooms of its owners in the hotels visited, and its removal therefrom by

the hotel porters, as well as its transfer and transportation. All hand luggage, however, must be looked after personally by the passengers themselves.

In addition to the list of excursions to eastern resorts, it will be seen that a series of transcontinental trips and three tours through Mexico have been arranged for the autumn, winter, and early spring. Dates, prices, and other particulars of our ninth annual series of Winter Excursions to California will be found in the closing pages of this circular.

Autumn Excursions Nos. 1 and 10, 1890.

Leaving Boston Mondays, September 1 and 8, and Returning Saturdays, September 6 and 13.

A Delightful Tour of Six Days, via Long Island Sound to New York, up the Hudson River to Albany and

SARATOGA,

Thence to Lake George, Lake Champlain, and Ausable Chasm, and Homeward via Burlington and Rutland.

Price of Tickets (all Traveling Expenses Included), - - $38.00.

Price of Tickets for Children between the ages of 5 and 12 years, $28.00.

Two of our autumn trips are made up of a short but very comprehensive round of travel, with Long Island Sound, the Hudson River, Saratoga, Lake George, Lake Champlain, and Ausable Chasm as its salient features. The parties will leave Boston Monday, September 1, and Monday, September 8, taking a train at 3.40 P. M., at the station of the Old Colony Railroad, Kneeland street. The journey to New York will be made *via* the famous Fall River line. At Fall River the passengers will go on board one of the magnificent steamers which ply on this route. The approach to the metropolis through Hell Gate and the East River affords a most interesting panorama of both that city and Brooklyn.

Arriving at Pier No. 28, North River, the passengers will proceed by annex steamer to the Vestry street pier, from whence the elegant steamer "New York," of the

Hudson River Day line, will leave at 8.40 A. M. The "New York" is the latest and most important addition to the Day line fleet of boats, and is claimed to be, not only the handsomest, but the swiftest steamer of its class afloat. Feathering paddles obviate the tremor usually felt in steamboats, and impart an easy motion not otherwise attainable.

A voyage on the "American Rhine" is always enjoyable, and, even to those who know its charms best, a fresh and truly delightful experience. Leaving the metropolis, with its long, dense line of piers and warehouses, we soon come to the stately Palisades. Above are many pretty villages and towns, with now and then a populous city, like Yonkers and Sing Sing, and numerous places famed for their connection with historic events. The Highlands are reached just before noon, and for over an hour the steamer sails between the wooded slopes of the mountains. The stately buildings of the United States Military Academy are seen on approaching West Point. Above West Point and the picturesque Highlands lies the pretty city of Newburgh, where Washington took farewell of the American army. Still farther north, and on the opposite side of the river, lies the city of Poughkeepsie; while Kingston and Catskill, with the noble Catskill Mountains, are above, on the west side of the river. There are twelve mountain peaks seen from the river, forming a chain twenty-one miles in length, from the Overlook, in the south, to Windham High Peak, in the north.

The heights of some of the principal peaks are as follows: North Mountain, 3,450 feet; Overlook, 3,300; High Peak, 3,809; Sugar Loaf and Mink, 3,807; Plateau, 3,855; Wittenberg, 3,824; Cornell, 3,920; Peakamoose, 3,875; Blackhead, 3,965; Black Dome, 4,004; Hunter, 4,052; Slide, 4,220.

The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party from that city to Saratoga.

Wednesday will be passed at Saratoga, the visitors making their headquarters at the popular Congress Hall, which is very centrally located, in proximity to the principal springs, and in the midst of all the gay life of the great summer metropolis. Concerts are given day and evening at Congress Hall and the other leading hotels, and also in the neighboring Congress Park. Wednesday forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), the Geyser Spring, etc. The oldest-known spring is the High Rock, which was celebrated among the Indians previous to 1767. The Congress Spring was discovered in 1792, the Washington and Columbian in 1806, the Pavilion in 1839, the Empire in 1846, the Hathorn in 1868, the Geyser in 1870, and the Champion in 1871.

Thursday morning the party will leave Saratoga by the Delaware & Hudson Canal Company's Railroad, and proceed to Lake George. The route is *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the steamer for a trip over the beautiful lake. Lake George lies at the southeastern margin of the great Adirondack wilderness, and is a little over thirty-three miles in length, and in its broadest part about four miles in width. It is environed by mountains, and numerous islands also add to the picturesque beauty of the scenery. During the French War, and again in the War of the Revolution, Lake George was the scene of much strife, and many sanguinary contests were fought upon its now peaceful shores. The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Here, at Ticonderoga, we are again upon historic ground. The old fort, now in ruins, and its neighborhood witnessed many exciting exploits in the early days. Dinner will be served upon the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain. The scenery of this lake differs from that of Lake George, but is still

very striking, the Green Mountains of Vermont being seen upon one side, and the Adirondacks of New York on the other. Both in the French War and in the American Revolution, and also in the War of 1812, Lake Champlain was the scene of many thrilling events. The handsome city of Burlington occupies a commanding position on the slopes of the Vermont shore. The steamer will reach Port Kent soon after six o'clock, and there will be a railway transfer to the Lake View House, which stands near the head of the famous Ausable Chasm. The Keeseville, Ausable Chasm & Lake Champlain Railroad has recently been opened, and a stage journey to this celebrated resort is no longer necessary. The road crosses the chasm at the Horseshoe Falls by a bridge 240 feet long and 138 feet above the water.

Friday forenoon will be devoted to an inspection of the chasm, which has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation, and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is compressed to a width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat. After dinner at the Lake View House, the party will return to Port Kent by railway, and there take a steamer for Burlington, at which point the cars of the Central Vermont Railway will be taken for Rutland. The latter place will be reached in the early evening.

Rutland is one of the pleasantest places in the Green Mountain State; and, here, at the Bardwell and Bates Houses, Friday night will be passed. The pary will leave Rutland *via* the Central Vermont Railroad Saturday morning, and proceed to Boston *via* Bellows Falls, Vt., Keene, N. H., and Winchendon, Fitchburg, Ayer, and Concord,

Mass., arriving at the Fitchburg Railroad station, Causeway street, at 2.03 P. M. The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, Sept. 1. Autumn Excursion No. 1.
MONDAY, Sept. 8. Autumn Excursion No. 10.
} Leave Boston from the station of the Old Colony Railroad, Kneeland street, at 3.40 P. M. On arrival at the station members of the party should check their baggage to Saratoga *via* Fall River line and the Hudson River Day line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 5.25 P. M.; go on board one of the magnificent steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, Sept. 2. Autumn Excursion No. 1.
TUESDAY, Sept. 9. Autumn Excursion No. 10.
} Arrive at Pier 28, North River, New York, 7.20 A. M.; breakfast on board the Fall River line boat; transfer by annex steamer to Pier 39, North River, and leave from there on Hudson River Day Line steamer "New York," at 8.40 A. M.; dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, Sept. 3. Autumn Excursion No. 1.
WEDNESDAY, Sept. 10. Autumn Excursion No. 10.
} At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, Sept. 4. Autumn Excursion No. 1.
THURSDAY, Sept. 11. Autumn Excursion No. 10.
} Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; go on board steamer "Vermont," Captain George Rushlow; dinner on board steamer "Vermont;" arrive at Port Kent 6.05 P. M.; transfer to the Lake View House by the Keeseville, Ausable Chasm & Lake Champlain Railroad, arriving there at 6.30 P. M.

FRIDAY, Sept. 5. Autumn Excursion No. 1.
FRIDAY, Sept. 12. Autumn Excursion No. 10.
} At the Lake View House. Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave at 3.00 P. M. by railway for Port Kent, connecting with steamer, and leaving Port Kent at 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; leave Burlington, *via* Central Vermont Railroad (Rutland Division), at once; arrive at Rutland, Vt., 7.00 P. M.; stay at the Bardwell and Bates Houses.

SATURDAY, Sept. 6. Autumn Excursion No. 1.
SATURDAY, Sept. 13. Autumn Excursion No. 10.
} Leave Rutland 6.45 A. M.; arrive in Boston (Fitchburg Railroad station, Causeway street) 2.03 P. M.

The price of tickets for the entire trip from Boston back to Boston is THIRTY-EIGHT DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Ausable Chasm, and Rutland; incidental meals on the steamers "New York" and "Vermont," and also on the Fall River line boat; state-room berths on the Fall River steamer; carriage rides at Saratoga and Ausable Chasm; boat ride through the Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, TWENTY-EIGHT DOLLARS.

Return railway tickets from Burlington to Boston are good for thirty days.

Tickets for Excursion No. 1 must be taken on or before Friday, August 29; and for Excursion No. 10 on or before Friday, September 5, three days in advance of the date of leaving Boston.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

Autumn Excursion No. 2, 1890.

Leaving Boston Monday, Sept. 1, and Returning Thursday, Sept. 11.

A Picturesque Tour of Eleven Days, via Long Island Sound to New York, up the Hudson River to Albany and

—SARATOGA,—

Thence to Lake George, Lake Champlain, Ausable Chasm, and the White Mountains of New Hampshire, with Visits to the Profile House, Flume, Pool, Summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch.

Price of Tickets (all Traveling Expenses Included), . . . $65.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

OUR second tour is a combination of routes, and comprises the essential features of some of our shorter excursions. The early part of the trip will take the traveler through Long Island Sound and up that picturesque water-way the Hudson River. After a visit to Saratoga there will be further steamboat journeys on Lakes George

and Champlain, and a magnificent round through the most famous sections of the White Mountains. There will be expeditions to the summits of two of the mountain peaks — Washington and Willard — and sojourns at all the chief places of resort. The party will leave Boston *via* the Old Colony Railroad Monday, September 1, proceeding first to Fall River by rail, and thence on one of the palatial steamers belonging to the Fall River line. The morning approach to New York furnishes a most interesting view of the great city and its surroundings. Many miles of the city's water front and the broad expanse of the harbor and bay are brought into view. The journey up the Hudson River discloses still grander scenery. This latter trip is performed upon the magnificent steamer "New York," of the Hudson River Day line, one of the finest passenger boats ever built. There are a succession of grand scenic features during the voyage, and on every hand are points of historic interest. The Palisades, the Highlands, and the Catskills afford a series of matchless views. The entire chain of the Catskill Mountains is seen from the Overlook to Windham High Peak. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party to Saratoga. Wednesday will be passed at that celebrated resort, the visitors making their headquarters at Congress Hall, one of the most favored hotels of the great summer watering-place. During the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn, the Geyser Spring, etc.

Thursday morning the party will take the cars of the Delaware & Hudson Canal Company's line and proceed to Caldwell, there transferring to one of the Champlain Transportation Company's steamers for the trip over Lake George. This is a delightful voyage, the scenery being of the loveliest description. From the lower end of the lake there is a short railway transfer to the shores at Lake Champlain, from whence

another steamer will convey the passengers northward. The scenery of this lake differs from that of Lake George, but is still very striking, the Green Mountains of Vermont being seen upon one side and the Adirondacks of New York on the other. The steamer will reach Port Kent soon after six o'clock, and there will be a railway transfer to the Lake View House, which stands near the head of the famous Ausable Chasm.

Friday will be devoted to an inspection of the chasm, which has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation; and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is compressed to a width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

Friday afternoon the party will return to Port Kent by railway, and there take a steamer for Burlington, where the night will be passed at the Van Ness and American Houses. Saturday forenoon the party will leave Burlington by the Central Vermont Railroad and proceed *via* Essex Junction to Montpelier, where connection is made with the Montpelier & Wells River Railroad and the Boston & Lowell Railroad system leading into the White Mountain region. The Connecticut River is crossed between Wells River and Woodsville, and the traveler there passes from Vermont into New Hampshire. The Boston & Lowell system of the Boston & Maine Railroad ascends the Ammonoosuc River to Bethlehem Junction, and the route there diverges over the Profile and Franconia Notch Railroad to the Profile House.

The celebrated Profile House is situated in the Franconia Notch, between Echo and

Profile Lakes, the latter being directly below the Great Stone Face, or the Old Man of the Mountains, the most remarkable natural profile of the human features in the world. There are three distinct ledges forming the face, which is about eighty feet in length. Sunday and a part of Monday will be passed in this delightful retreat, and Monday morning will be devoted to a ride down through the Notch and a visit to the Flume, the Pool, and the Basin, three other natural wonders.

Monday afternoon the party will leave the Profile House by rail, returning first to Bethelem Junction, and then continuing up the Ammonoosuc valley to Fabyan's and the summit of Mount Washington. Upon reaching the base of the mountain, there is a change of cars for the novel railway ascent of the highest peak in New England. The road known as the Mount Washington Railway extends from the base to the summit of the mountain, the grade exceeding at times one foot in three, or, to be exact, 1,980 feet to the mile. It sometimes happens that the iron horse actually mounts through the clouds. The top is 6,291 feet above the level of the sea. This elevation commands a wide view, the beholder being enabled to look down upon all the other summits and into scores of ravines and valleys. The mountain top will be reached at 6.30 P. M., and the night will be passed there.

Leaving the summit at 7.00 A. M. Tuesday, the party will descend the mountain by the railway, and proceed to Fabyan's, and from thence to the Crawford House. Tuesday and Wednesday will be passed at this famous resort, one of the largest hotels in the mountain region. Its resident proprietor and manager is Mr. C. H. Merrill, who is also manager of the new and popular winter resort hotel, The Raymond, at East Pasadena, Cal. The Crawford House is delightfully situated upon a little plateau, at the head of the picturesque White Mountain Notch. There will be a carriage ride to the summit of Mount Willard in the course of the stay.

Thursday morning the party will leave the Crawford House at 9.27 A. M., and proceed homeward over the Maine Central and Boston & Maine route. The early part of the journey is through the wild and romantic Notch. The railway skirts the deep ravine, in places high upon the steep mountain slopes, and in others at the bottom of the gorge. A succession of grand mountain views unfolds before the eye of the traveler, and at one time Mount Washington forms the crowning feature of a matchless vista. The route continues down the valley of the Saco, through Bartlett and North Conway, and farther south we pass through Rochester, Great Falls, Portsmouth, Newburyport, Salem, and Lynn. The train will reach the station of the Boston & Maine Railroad, Eastern Division, Causeway street, at 3.30 P. M.

The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, September 1.— Leave Boston 3.40 P. M., from the Old Colony Railroad station, Kneeland street. On arrival at the station members of the party should check their baggage to Saratoga *via* Fall River line and Hudson River Day line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 5.25 P. M., and go on board steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 2.— Arrive in New York (Pier 28, North River) 7.20 A. M.; breakfast on board Fall River steamer; transfer by annex steamer to Pier 39, North River, and leave New York at 8.40 A. M. on Hudson River Day line steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 3.— At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Geyser Springs, etc.

THURSDAY, September 4.— Omnibus transfer from Congress Hall to the Delaware & Hudson Canal Company's station, and leave Saratoga at 8.20 A. M. *via* said line; arrive at Caldwell 9.35 A. M.; leave Caldwell at 9.40 A. M., on one of the Champlain Transportation Company's steamers, for trip on Lake George; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont," Captain George Rushlow, for trip on Lake Champlain, at 1.25 P. M; dinner on board the steamer; arrive at Port Kent, N. Y., 6.05 P. M.; transfer to the Lake View House by the Keeseville, Ausable Chasm & Lake Champlain Railroad, arriving there at 6.30 P. M.

FRIDAY, September 5.— At the Lake View House. Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; leave Lake View House, *via* Keeseville, Ausable Chasm & Lake Champlain Railroad, at 3.00 P. M.; take steamer at Port Kent at 3.45 P. M., and proceed across the lake to Burlington, Vt., arriving there 4.30 P. M.; to the Van Ness and American Houses.

SATURDAY, September 6.— At Burlington, Vt. Leave Burlington at 10.05 A. M. by Central Vermont Railroad; lunch at Essex Junction; arrive at Montpelier at 12.50 P. M., and leave there, *via* Montpelier & Wells River Railroad, at 1.10 P. M.; arrive at Woodsville, N. H., 2.26 P. M.; leave, *via* White Mountain Division of Concord & Montreal Railroad, 2.35 P. M.; arrive at Bethlehem Junction 3.30 P. M.; leave *via* Profile & Franconia Notch Railroad, 4.18 P. M.; arrive at Profile House 4.40 P. M.

SUNDAY, September 7.— At Profile House.

MONDAY, September 8.— At Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc.; leave Profile House, *via* Profile & Franconia Notch Railroad, at 3.25 P. M.; arrive at Bethlehem Junction 4.02 P. M.; leave Bethlehem Junction, *via* Concord & Montreal Railroad, 4.08 P. M.; arrive at Fabyan's 4.30 P. M.; leave Fabyan's, *via* Mount Washington Branch of Concord & Montreal Railroad, at 4.35 P. M.; leave Base station, *via* Mount Washington Railway, at 5.15 P. M.; arrive at summit of Mount Washington 6.30 P. M.; stay at Mount Washington Summit House.

TUESDAY, September 9.— Leave summit of Mount Washington, *via* Mount Washington Railway, 7.00 A. M.; leave Base station, *via* Mount Washington Branch of Concord & Montreal Railroad, at 8.15 A. M.; arrive at Mount Pleasant House 8.45 A. M.; leave Mount Pleasant House, *via* Maine Central Railroad, at 8.52 A. M.; arrive at Crawford House 9.02 A. M.; remain at Crawford House; carriage ride to the summit of Mount Willard.

WEDNESDAY, September 10.— At the Crawford House.

THURSDAY, September 11.— Leave Crawford House *via* Maine Central Railroad (Boston & Maine express) at 9.27 A. M.; arrive at Wolfeboro Junction 11.55 A. M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station Causeway street) 3.30 P. M.

The price of tickets for the round trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum includes all transportation by rail, steamers, and stage; board and incidental meals at Saratoga, Ausable Chasm, Burlington, Essex Junction, the Profile House, Mount Washington Summit House, Crawford House, Wolfeboro Junction, and on the steamers of the Fall River line, Hudson River Day line, and the Champlain Transportation Company; stateroom berths on the Fall River line steamer; carriage rides at Saratoga, Ausable Chasm, Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm; all transportation, transfer, and care of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Return railway tickets are good from the Crawford House for thirty days.

Tickets for this excursion must be taken on or before Friday, August 29, three days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 3, 1890.

Leaving Boston Tuesday, September 2, and Returning Monday, September 8.

A Seven Days' Tour of the

WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest, with visits to North Conway, the Crawford House, the Profile House, the Flume House, etc. A Night on the Summit of Mount Washington, Excursion through the White Mountain Notch, Carriage Ride up Mount Willard, a visit to the Flume, Pool, etc.

Price of Tickets (all Traveling Expenses Included), - - $40.00.

Price of Tickets for Children between the ages of 5 and 12 years, $28.00.

THE third in our series of midsummer tours is devoted to a grand round of the White Mountain region. The trip will occupy seven days. The party will leave Boston Tuesday, September 2, taking a train at the Eastern Division station of the Boston & Maine Railroad, Causeway street, at 1.15 P. M. The route eastward and northward is through Lynn, Salem, Beverly, Newburyport, Portsmouth, Great Falls, and Conway. North Conway will be reached at 5.45 P. M., and the night and succeeding forenoon will be passed at the Kearsarge House. Wednesday morning there will

be a carriage ride, with visits to Conway, Echo Lake, Cathedral Ledge, Diana's Baths, etc. Leaving North Conway at 3.20 in the afternoon, the party will proceed northward through the romantic White Mountain Notch, over the most picturesque part of the Maine Central Railroad. This trip is one of the salient features of the journey through the mountain region. The scenery is grand and impressive, as the traveler is carried into the very heart of the hills. The train will be due at the Crawford House at 4.40, at the Mount Pleasant House 4.48, and the Fabyan House 4.50 P. M. The party will remain at these hotels through Thursday and until Friday afternoon, an option being given passengers regarding their sojourning-place. Ample time will be given to visit all the picturesque points in and about the White Mountain Notch, and also to ascend Mount Willard, which commands a remarkably fine view. The ascent will be made Thursday in the course of a carriage excursion, a good road leading to the summit.

Leaving the several hotels Friday afternoon, the party will proceed over the Mount Washington Branch of the Concord & Montreal Railroad, and the Mount Washington Railway to the top of the highest mountain in New England. The summit will be reached at 6.30 P. M.; and here, at the elevation of 6,291 feet above the sea, the night will be passed at the Mount Washington Summit House. Leaving the mountain top at 7.00 A. M. Saturday, the party will journey by the railway down into the valley, and thus enjoy a second trip over this wonderful line. Taking the same route, as far as the Mount Pleasant House and Fabyan's, by which we approached Mount Washington, we continue down the Ammonoosuc valley to Bethlehem Junction, over the Concord & Montreal Line, where we change to the Profile & Franconia Notch Railroad (narrow gauge) for the farther ride of nine miles to the Profile House.

At this famous mountain retreat the party will spend Sunday, or, if preferred, persons may go on to the Flume House, five miles farther down the picturesque valley of the Pemigewasset, and pass Sunday there. Both hotels are under the proprietorship of Messrs. Taft & Greenleaf; and in the vicinity of the Flume House are many places of interest, including the Flume, Pool, and Mount Pemigewasset. There will be a carriage ride Saturday afternoon to the Flume and Pool from the Profile House.

Monday will be devoted to the return journey to Boston. Stage coaches will leave the Profile House at 9.20 A. M. and the Flume House at 10.20 A. M. The parties will leave North Woodstock by the Pemigewasset Valley Branch of the Concord & Montreal Railroad at 11.20 A. M. Plymouth will be reached at 12.10, and after dinner at the Pemigewasset House the southward journey by rail will be resumed over the Boston & Lowell system of roads. The train will be due in Boston at 4.55 P. M.

ITINERARY.

TUESDAY, September 2.— Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 1.15 P. M. On arrival at the station members of the party should check their baggage to North Conway. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Conway 5.45 P. M.; to Kearsarge House.

WEDNESDAY, September 3.—At North Conway. Carriage ride, visiting Conway, Echo Lake, Cathedral Ledge, Diana's Baths, etc.; leave North Conway, *via* the Maine Central Railroad, in drawing-room cars, 3.20 P. M., and proceed through the White Mountain Notch; arrive at the Crawford House 4.40 P. M., the Mount Pleasant House 4.48 P. M., and the Fabyan House 4.50 P. M.

NOTE.— Passengers can have their option of hotels, stopping at the Crawford, Mount Pleasant, or Fabyan Houses.

THURSDAY, September 4.— At the Crawford House, Mount Pleasant House, or Fabyan House. Carriage ride to the summit of Mount Willard.

FRIDAY, September 5.— Leave the Crawford House, *via* the Maine Central Railroad, 3.10 P. M., and proceed over said road to the Mount Pleasant House, and thence, over the Mount Washington Branch of the Concord & Montreal Railroad, to the Base station, arriving at 5.10 P. M.; thence over the Mount Washington Railway, arriving at the Mount Washington Summit House 6.30 P. M. Passengers from the Fabyan and Mount Pleasant Houses will proceed directly over the Mount Washington Branch, leaving Fabyan's at 4.35 P. M.

SATURDAY, September 6.— Leave the summit of Mount Washington, *via* Mount Washington Railway, at 7.00 A. M., and reach Base station at 8.10 A. M.; thence over Mount Washington Branch of Concord & Montreal Railroad to Fabyan's; leave Fabyan's, *via* Concord & Montreal line, at 9.15 A. M.; arrive at Bethlehem Junction 9.36 A. M.; leave Bethlehem Junction, *via* the Profile & Franconia Notch Railroad, at 9.55 A. M.; arrive at the Profile House at 10.30 A. M.; carriage ride in the afternoon, visiting the Flume, Pool, etc. Persons who desire to pass Sunday at the Flume House instead of at the Profile House can do so.

SUNDAY, September 7.— At the Profile House or the Flume House.

MONDAY, September 8.— Leave the Profile House at 9.20 A. M. and the Flume House at 10.20 A. M. by stage, and proceed to North Woodstock; leave North Woodstock, *via* the Pemigewasset Valley Branch of the Concord & Montreal Railroad, at 11.20 A. M.; arrive in Plymouth 12.10 P. M.; dinner at the Pemigewasset House; leave Plymouth 12.50 P. M.; arrive in Boston (Boston & Lowell station, Causeway street) 4.45 P. M.

The price of tickets for the round trip from Boston back to Boston will be FORTY DOLLARS. The sum includes all transportation by rail; hotel accommodations and incidental meals at North Conway, the Crawford, Mount Pleasant, or Fabyan Houses, summit of Mount Washington, Profile House, Flume House, and Pemigewasset House; all excursions, side trips, and carriage rides, enumerated in the itinerary; all

transportation and care of checked baggage; services of conductors, etc. Return tickets are good from the Profile House for thirty days.

Price of tickets for children between the ages of five and twelve years, TWENTY-EIGHT DOLLARS.

Tickets for the excursion must be taken on or before Saturday, August 30.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

Autumn Excursion No. 4, 1890.

Leaving Boston Tuesday, Sept. 2, and Returning Wednesday, Sept. 10.

Isles of Shoals, Mt. Desert, Moosehead Lake,

POLAND SPRING,

An Excursion to the Summit of Green Mountain from Bar Harbor, Etc., A Nine Days' Trip to the Most Picturesque Places on the New England Coast, with a Visit to Maine's Most Beautiful Lake.

Price of Tickets (all Traveling Expenses Included), . . . $55.00.

Price of Tickets for Children between the ages of 5 and 12 years, $35.00.

THERE are no more delightful resorts in the warm season than the Isles of Shoals, Mount Desert, Moosehead Lake, and the famous health resort, Poland Springs. Our fourth excursion of the season comprises a tour of nine days' duration, with visits to all these attractive places.

The party will leave Boston Tuesday, September 2, at 9.30 A. M., from the Eastern Division station of the Boston & Maine Railroad, on Causeway street. The eastward journey brings into view a picturesque part of the Massachusetts and New Hampshire coasts. We shall reach the old city of Portsmouth, N. H., at 11.10 o'clock, and there transfer to a steamer for the farther trip to the Isles of Shoals, about ten miles

distant. The trip affords a delightful view of Portsmouth and its charming surroundings. The Isles of Shoals will be reached at 12.30, and the party will stop at The Oceanic, a hotel which has won high reputation as a summer resort of the best class.

The Isles of Shoals comprise a group of eight islands, belonging partly to Maine and partly to New Hampshire, the possession of the latter State having been incorporated into the town of Gosport. They were first called Smith's Isles, having been thus designated by the redoubtable Captain John Smith, who visited them in 1614. One of the first settlers was William Pepperell, an ancestor of Sir William Pepperell, of Kittery. There was a populous settlement (about 600 persons) here previous to the Revolution, fishing being the main pursuit; and over 150 years ago ship-loads of fish were sent to Spain and the West Indies. Now the fishing interest has dwindled in importance, or rather it has been left to the summer guests of the hotels. The islands are masses of rocks, and a ramble in any direction is full of interest.

The party will leave the islands at 9.30 Wednesday morning, by steamer, for the return trip to Portsmouth, and that city will be reached at 10.25. Special drawing-room cars will be in waiting, and, leaving Portsmouth at 10.55, the party will continue its journey eastward. On leaving Portsmouth, the train crosses the Piscataquis River, and enters the State of Maine. The railway skirts the Maine coast for some distance, and between Biddeford and Saco crosses the Saco River. Portland will be reached at 12.35, and dinner will be provided at the Union station. The train will then proceed at once over the main line of the Maine Central Railroad.

This important railway line passes through a beautiful section of the Pine Tree State, and for nearly fifty miles along the pleasant banks of the Kennebec River. The Androscoggin River is first crossed at Brunswick, and a little farther on the road approaches the Kennebec. Bowdoinham, Richmond, Gardiner, Hallowell and Augusta

(the fair capital of the State) are among the places passed through. At Augusta, the Capitol, a massive granite structure, is seen upon the left; and upon the right, across the river, are the Insane Hospital and the United States Arsenal. On leaving Augusta, the train crosses the Kennebec on an iron bridge, from which a fine view is had. Continuing along the eastern bank of the river for nearly a score of miles, we pass through Vassalboro' and Winslow into Waterville, a handsome town and the seat of Colby University. Ticonic Falls are seen on entering Waterville. The Kennebec is crossed for the last time near Waterville, and our route leads through a dozen smaller towns to Bangor. Continuing from that city over the new Mount Desert Branch of the Maine Central, the party will cross the Penobscot River, and pass through Brewer, Holden, Ellsworth, and Hancock to the ferry landing, which is near the foot of Sullivan River Falls, forty-three miles from Bangor, and thence by ferry-boat across Frenchman's Bay to Bar Harbor, a farther distance of seven miles. Bar Harbor will be reached at 7.15 P. M., and there will be a carriage transfer from the boat landing to the West End Hotel.

Mount Desert Island lies on the coast of Maine 110 miles east of Portland, and is separated by an arm of the sea about 700 feet wide. It has an area of about 100 square miles, and includes three towns — Tremont, Mount Desert, and Eden. Bar Harbor, the chief place of summer resort, lies significantly within the borders of the latter. The surface of the island is diversified in a remarkable manner. Ocean, lake and mountain are the elements of almost every prospect. There are scores of mountains, one of which, Green Mountain, towers to the height of 1,522 feet, presenting a bold outline from every direction. A beautiful sheet of water known as Eagle Lake nestles at its foot. There are five other mountains over 1,000 feet high. At one place a deep sound penetrates the island for seven miles, overshadowed by ponderous

mountains. The shore is a succession of picturesque cliffs broken here and there into little inlets and beaches. There are numerous fresh-water lakes, one of the most charming of which, Eagle Lake, has already been mentioned.

The view from Green Mountain is indescribably fine, and on Thursday there will be an excursion thither. Barges will convey the party from the West End Hotel to Eagle Lake, and the steamer "Wauwinet" will carry the passengers across the lake to the base of the mountain, from whence they will be taken to the summit by the Green Mountain Railway. This road is similar in construction to the famous Mount Washington Railway. For upwards of a mile it is bolted to the mountain ledges. As the lake has an elevation of 270 feet, the railway has an ascent of over 1,250 feet. For a distance of 500 feet the grade is one foot per yard. The entire journey from Bar Harbor to the summit occupies about an hour and a half.

Thursday and Friday will be passed at Bar Harbor. Leaving Bar Harbor Saturday morning, the travelers will retrace their way by ferry-boat and cars to Bangor, where dinner will be provided. The journey will then be resumed over the Bangor & Piscataquis Railroad, a connection of the Maine Central, to Greenville, eighty-eight miles distant, at the southern extremity of Moosehead Lake. This road diverges from the Maine Central at Oldtown, twelve miles beyond Bangor, and to that point the traveler rides beside the noble Penobscot. Upon an island in the river, at Oldtown, is an ancient Indian village. The road now leaves the Penobscot, and passes through several small towns. Near Milo Junction a magnificent view is had of Mount Katahdin, which is about forty miles distant. This mountain is 5,385 feet high and the loftiest peak in Maine. At Greenville a steamer will be in waiting, and, after a pleasant sail of nearly twenty miles, the hospitable Mount Kineo House will be reached.

Moosehead Lake, the largest and certainly most romantic of Maine's numerous

sheets of water, is on the outskirts of the far-reaching wilderness that has rendered Northern Maine a *terra incognita*, save to the bold and adventurous sportsman. It is thirty-six miles long, from a mile to fourteen miles in width, and so irregular in form that its shore line extends fully 300 miles. It is the unfailing reservoir of the picturesque Kennebec River, and is fed by numerous little streams, several of which flow from other lakes or small ponds. The shores are generally wooded with birch and poplar, fir and spruce, and present every form of graceful contour in countless bays and peninsulas. The dominant feature in the view from the lake is Mount Kineo, a bold eminence that rises in an unbroken cliff to the height of 1,758 feet above the sea level, or 763 feet above the lake, from a peninsula on the west side.

Monday morning will be devoted to a steamer excursion upon the lake, with visits to its most romantic and picturesque points.

Leaving the Mount Kineo House Tuesday morning, the party will return to Greenville by boat, and then, taking drawing-room cars, proceed over the Bangor & Piscataquis and the Maine Central Railroads westward. Danville Junction will be reached in the afternoon, and there will be a transfer in tally-ho coaches of five miles from that point to the Poland Spring House. This popular health resort will be made a sojourning place until the following day. W. H. H. Murray has described the hotel as an imposing structure imposingly placed. It is one of the largest hotels in New England, having been greatly enlarged from time to time on account of the growing favor in which its matchless spring is held.

Leaving Poland Spring Wednesday forenoon, the party will return to Danville Junction by stage, and then journey over the Maine Central and Boston & Maine Railroads to Boston *via* Portland, Saco, Biddeford, Dover, Exeter, Haverhill, and Lawrence. The train will be due in Boston (Haymarket Square station) at 4.15 P. M.

ITINERARY.

TUESDAY, September 2.— Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 9.30 A. M. On arrival at the station members of the party should check their baggage to Portsmouth, N. H. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel at the Isles of Shoals. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. On arrival at Portsmouth, N. H., at 11.10 A. M., transfer to the steamer "City of Portsmouth," and proceed to the Isles of Shoals; arrive at The Oceanic 12.30 P. M.

WEDNESDAY, September 3.— Leave Isles of Shoals by steamer 9.30 A. M.; arrive at Portsmouth 10.25 A. M.; transfer to the Boston & Maine Railroad station (Eastern Division), and at 10.55 A. M. take special drawing-room cars for Bangor and Mount Desert Ferry over said road and its continuation, the Maine Central Railroad; dinner at the Union station dining-rooms, Portland; arrive at Bangor 4.45 P. M.; arrive at Mount Desert Ferry 6.35 P. M.; arrive at Bar Harbor 7.15 P. M.; carriage transfer to West End Hotel.

THURSDAY, September 4.— In the forenoon and afternoon excursions will be made to the summit of Green Mountain, members of the party making their own choice of hours; barges will leave the West End Hotel at 9.30 A. M. and 2.00 P. M., crossing Eagle Lake on steamer "Wauwinet," and connecting at Base station with train up Green Mountain Railway; return to West End Hotel over same route.

FRIDAY, September 5.— At Bar Harbor.

SATURDAY, September 6.— Carriage transfer to boat landing, and at 10.30 A. M. leave Bar Harbor by ferry-boat; arrive at ferry landing, Hancock, 11.25, and proceed thence by rail; arrive at Bangor 1.10 P. M.; dinner at station dining-rooms; proceed over the Bangor & Piscataquis Railroad to Greenville, arriving there at 5.30 P. M.; connect with steamer on Moosehead Lake, and arrive at Mount Kineo House 7.30 P. M.

SUNDAY, September 7.— At Mount Kineo House.

MONDAY, September 8.— Leave Mount Kineo House 9.30 A. M. for a steamer excursion round the lake.

TUESDAY, September 9.—Leave Mount Kineo House by steamer at 7.00 A. M.; connect at Greenville with drawing-room cars, and proceed southward and westward *via* Bangor & Piscataquis and Maine Central Railroads; arrive at Danville Junction 4.50 P. M.; stage transfer from thence to the Poland Spring House.

WEDNESDAY, September 10.—Stage transfer from Poland Spring House to Danville Junction, and leave there by Maine Central Railroad at 10.52 A. M.; arrive in Portland 11.50 A. M.; dinner at the Union station dining-rooms; leave Portland, *via* Boston & Maine Railroad, 12.20 P. M.; arrive in Boston (Boston & Maine Railroad station, Western Division, Haymarket square) 4.15 P. M.

The price of tickets for the excursion will be FIFTY-FIVE DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; hotel accommodations and incidental meals at the Isles of Shoals, Bar Harbor, Mount Kineo House, and Poland Spring; the excursions to the summit of Green Mountain and on Moosehead Lake; transfers at Bar Harbor and Poland Spring; seats in drawing-room cars from Boston to Mount Desert Ferry, and from Greenville to Boston; transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, THIRTY-FIVE DOLLARS.

Return railway tickets are good from Moosehead Lake to Boston for thirty days, but the coupons for drawing-room car seats on the return journey will be good only on the dates inscribed thereon.

The tickets for this excursion must be taken on or before Saturday, August 30.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

AUTUMN EXCURSIONS NOS. 5 AND 14, 1890.

Leaving Boston Tuesdays, Sept. 2 and 9, and Returning Saturdays, Sept. 6 and 13.

A CHARMING TRIP OF FIVE DAYS OVER THE HOOSAC TUNNEL ROUTE TO

* SARATOGA *

and thence to Lake George, Lake Champlain, and Ausable Chasm, with a return via Burlington and Rutland.

Price of Tickets (all Traveling Expenses Included), . . . $32.50.

Price of Tickets for Children between the ages of 5 and 12 years, $20.00.

EXCURSIONS Nos. 5 and 14 are similar to Nos. 1 and 10, the exceptions being in the route to Saratoga and in the date of departure from Boston. The parties will leave Boston Tuesday, September 2, and Tuesday, September 9, and proceed over the picturesque Hoosac Tunnel route to the celebrated watering-place. The Fitchburg Railroad, which forms this popular railway route, extends through a picturesque part of Northern and Northwestern Massachusetts. The valleys of Miller's River and the Deerfield River disclose many charming views. At a distance of 135 miles from Boston the traveler enters the famous Hoosac Tunnel, which was completed by the State of

Massachusetts at a cost of $16,000,000. For a distance of four and three-quarters miles the railroad is carried beneath Hoosac Mountain. At the western end of the tunnel we emerge into the beautiful town of North Adams. The railroad continues along the picturesque valley of the Hoosac River, through a little corner of Vermont, and into New York State, where the country becomes less mountainous. Saratoga will be reached in the afternoon, and there will be an omnibus transfer to Congress Hall.

The succeeding day will be passed at Saratoga, and there will be a carriage ride, with visits to the principal springs and other points of interest.

Thursday will be devoted to the varied and interesting trip from Saratoga to Ausable Chasm by the way of Lakes George and Champlain. The party will leave Saratoga by rail in the morning and proceed to Caldwell, where one of the Champlain Transportation Company's steamers will be in waiting. The trip across Lake George will occupy about three hours, and subsequently there is a delightful voyage down Lake Champlain of several hours. The boat reaches Port Kent between six and seven o'clock, after a large section of the lake has been traversed, and there is then a railway ride of three miles to the Lake View House, which stands near Ausable Chasm. Friday forenoon will be spent in an exploration of the famous chasm, with an exciting boat ride down through its wildest part, and a carriage ride back to the hotel.

Leaving the Lake View House after dinner, the party will return to Port Kent by railway, and, taking a steamer, proceed to Burlington, Vt., and from thence over the Central Vermont Railroad (Rutland Division) to Rutland, where the night will be passed at the Bardwell and Bates Houses. Taking a train from Rutland Saturday morning, the passengers will reach Boston early in the afternoon.

ITINERARY.

TUESDAY, September 2. Autumn Excursion No. 5.—Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel line, 11.00 A. M. On arrival at the station members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol, Mass., 1.20 P. M.; dinner at station dining-rooms; arrive at Saratoga 5.30 P. M.; omnibus transfer from station to Congress Hall.

TUESDAY, September 9. Autumn Excursion No. 14.—Leave Boston from the Fitchburg Railroad station, Causeway street, at 11.30 A. M. Baggage should be checked to Saratoga. (See foregoing paragraph relating to Excursion No. 5.) Arrive at Athol 2.30 P. M.; dinner at station dining-rooms; arrive at Saratoga 7.25 P. M.; omnibus transfer from station to Congress Hall.

WEDNESDAY, Sept. 3. Autumn Excursion No. 5.
WEDNESDAY, Sept. 10. Autumn Excursion No. 14.
} At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, Sept. 4. Autumn Excursion No. 5.
THURSDAY, Sept. 11. Autumn Excursion No. 14.
} Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.50, and thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.25 P. M.; dinner on board the steamer; arrive at Port Kent 6.05 P. M.; transfer to the Lake View House *via* the Keeseville, Ausable Chasm & Lake Champlain Railroad, arriving there at 6.30 P. M.

FRIDAY, Sept. 5. Autumn Excursion No. 5.
FRIDAY, Sept. 12. Autumn Excursion No. 14.
} Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave at 3.00 P. M. by railway for Port Kent, connecting with steamer, and leaving Port Kent at 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; leave Burlington at once *via* Central Vermont Railroad (Rutland Division); arrive at Rutland, Vt., 7.00 P. M.; stay at the Bardwell and Bates Houses.

SATURDAY, Sept. 6. Autumn Excursion No. 5.
SATURDAY, Sept. 13. Autumn Excursion No. 14.
} Leave Rutland at 6.45 A. M.; arrive in Boston 2.03 P. M.

The price of tickets for the excursion is THIRTY-TWO AND A HALF DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Ausable Chasm, and Rutland; incidental meals at Athol, and on steamer "Vermont;" carriage ride at Saratoga; boat ride and carriage ride at Ausable Chasm; admission fee at the chasm; all care and transportation of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, TWENTY DOLLARS.

Return tickets from Burlington to Boston will be good for thirty days.

Tickets for Excursion No. 5 must be taken on or before Friday, August 29, and for Excursion No. 14, on or before Friday, September 5, four days previous to the date of starting.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

AUTUMN EXCURSION NO. 6, 1890.

Leaving Boston Tuesday, Sept. 3, and Returning Thursday, Sept. 11.

A Nine Days' Tour via the Hoosac Tunnel Route to Saratoga, thence to Lake George, Lake Champlain, Ausable Chasm, and the

WHITE MOUNTAINS,

With visits to the Profile House, the Flume, Pool, Summit of Mount Washington, Crawford House, Summit of Mount Willard, White Mountain Notch, etc.

Price of Tickets (all Traveling Expenses Included), . . . $60.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

THE sixth tour in our July series is very similar to No. 2, except that the party will leave Boston Tuesday morning, September 2, and proceed to Saratoga by rail. The route is over the favorite Hoosac Tunnel line, which takes the traveler through a delightful part of Northwestern Massachusetts, a little corner of Vermont, and a small section of the Empire State before the famous watering-place is reached. On the way the train passes up the beautiful Deerfield valley, and from thence to the Hoosac

valley through the famed Hoosac Tunnel. This gigantic work is the greatest of its kind in America, the tunnel being four and three-quarters miles in extent. The party will reach Saratoga at a seasonable afternoon hour, and make its headquarters at Congress Hall.

Wednesday will be passed at Saratoga, and a carriage ride will aid the visitors in inspecting the springs and other places of interest in and about the great watering-place. Thursday morning the party will leave Saratoga, first proceeding to Caldwell *via* the Delaware & Hudson Canal Company's Railway, and from that point by steamer across Lake George, one of the most picturesque bodies of water in America. A short railway transfer takes us from the shores of Lake George to those of Lake Champlain, where the steamer "Vermont" is in waiting to carry us northward over the fair expanse of the larger body of water. Our steamboat journey ends at Port Kent, and a railway transfer brings us to the Lake View House, which stands delightfully above Lake Champlain, and at the entrance of the celebrated Ausable Chasm. The ensuing day, Friday, September 5, will be devoted to an inspection of the chasm and its surroundings; a boat ride down the river and a carriage ride back to the hotel forming a part of the programme.

The party will leave the Lake View House Friday afternoon, proceeding first by rail to Port Kent, and thence by boat across to Burlington, Vt., where the night will be passed, the visitors making their headquarters at the Van Ness and American Houses. Leaving Burlington Saturday forenoon, the party will journey by rail across to the White Mountains *via* Essex Junction, Montpelier, Wells River, and Bethlehem Junction. The Profile House will be reached in the afternoon, and at this favorite mountain resort Sunday and a part of Monday will be spent. Monday morning will be devoted to a visit to the famous Franconia Flume, Pool, and Basin.

Leaving the Profile House at a convenient afternoon hour, the party will proceed by railway to the summit of Mount Washington, where Monday night will be passed. Leaving the summit Tuesday morning, the party will journey to the Crawford House. In the course of the ensuing stay at this charming mountain resort, there will be a carriage excursion to the summit of Mount Willard.

Thursday morning the passengers will turn southward, through the picturesque White Mountain Notch, and the train will reach Boston at 3.30 P. M.

ITINERARY.

TUESDAY, September 2.— Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel line, 11.00 A. M. On arrival at the station members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol, 1.20 P. M.; dinner at station dining-rooms; arrive at Saratoga 5.30 P. M.; omnibus transfer from station to Congress Hall.

WEDNESDAY, September 3.— At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Woodlawn, Saratoga Lake, the Champion and Geyser Springs, etc.

THURSDAY, September 4.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.25 P. M.; dinner on board the steamer; arrive at Port Kent 6.05 P. M.; transfer to the Lake View House by the Keeseville, Ausable Chasm & Lake Champlain Railroad, arriving there at 6.30 P. M.

FRIDAY. September 5.— Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; leave the Lake View House at 3.00 P. M. *via* the Keeseville,

Ausable Chasm & Lake Champlain Railroad, and Port Kent by steamer at 3.45 P. M.; arrive at Burlington, Vt. 4.30 P. M.; to the Van Ness and American Houses.

SATURDAY, September 6.— Omnibus transfer to the station, and leave Burlington, *via* Central Vermont Railway, 10.05 A. M.; lunch at Essex Junction; arrive at Montpelier 12.50 P. M.; leave Montpelier, *via* the Montpelier & Wells River Railroad, 1.10 P. M.; arrive at Woodsville, N. H., 2.26 P. M.; leave, *via* White Mountain Division of Concord & Montreal Railroad, at 2.35 P. M.; arrive at Bethlehem Junction 3.30 P. M.; leave, *via* Profile & Franconia Notch Railroad, 4.18 P. M.; arrive at Profile House 4.40 P. M.

SUNDAY, September 7.— At the Profile House.

MONDAY, September 8.— At the Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc.; leave Profile House, *via* Profile & Franconia Notch Railroad, 3.25 P. M.; arrive at Bethlehem Junction 4.02 P. M.; leave Bethlehem Junction, *via* Concord & Montreal Railroad, 4.08 P. M.; arrive at Fabyan's, 4.30 P. M.; leave Fabyan's, *via* Mount Washington Branch of Concord & Montreal Railroad, at 4.35 P. M.; leave Base station, *via* Mount Washington Railway, at 5.15 P. M.: arrive at summit of Mount Washington 6.30 P. M.; stay at Mount Washington Summit House.

TUESDAY, September 9.— Leave summit of Mount Washington, *via* Mount Washington Railway, 7.00 A. M.; leave Base station, *via* Mount Washington Branch of Concord & Montreal Railroad, at 8.15 A. M.; arrive at Mount Pleasant House 8.45 A. M.; leave Mount Pleasant House, *via* Maine Central Railroad, at 8.52 A. M.; arrive at Crawford House 9.02 A. M.; remain at Crawford House; carriage ride to the summit of Mount Willard.

WEDNESDAY, September 10.— At the Crawford House.

THURSDAY, September 11.— Leave Crawford House, *via* Maine Central Railroad (Boston & Maine Express), at 9.27 A. M.; arrive at Wolfeboro Junction 11.55 A. M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station in Causeway street) 3.30 P. M.

The price of tickets for the round trip from Boston back to Boston is SIXTY DOLLARS. This sum includes all transportation by rail, steamers and stages; board and incidental meals at Athol, Saratoga, Ausable Chasm, Burlington, Essex Junction, Profile House, Mount Washington Summit House, Crawford House, Wolfeboro

Junction, and on steamer "Vermont;" carriage rides at Saratoga, Ausable Chasm; Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm, all transportation, transfer, and care of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Return railway tickets are good from the Crawford House for thirty days.

Tickets for this excursion must be taken on or before Friday, August 29, four days in advance of the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

Autumn Excursion No. 7, 1890.

Leaving Boston Tuesday, Sept. 2, and Returning Wednesday, Sept. 10.

The White Mountains, Montreal, Quebec,

THE WONDERFUL SAGUENAY RIVER,

The Falls of Montmorenci, and Lake Memphremagog. A Nine Days' Trip through the Lake and Mountain Regions of New England, and an Extended Tour through the Most Picturesque Parts of Canada.

Price of Tickets (all Traveling Expenses Included), . . $60.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

THE grandly picturesque region of the Saguenay River forms the chief objective point in our seventh autumn tour.

The scenery upon the Lower St. Lawrence and its great tributary, the Saguenay, is upon the same stupendous scale that has made the great river of the Pacific Northwest, the Columbia, so famous. Bold cliffs rise to great heights, while a deep river rolls in shadows at their base. The romantic St. Lawrence is a fitting prelude to the grander Saguenay, where the voyager sails over fathomless depths, between giant walls, and amid scenes of primitive wildness and solitude. This year the Saguenay trip will be rendered more enjoyable than ever for the reason that it will be made on a large and comfortable steamer of the best class — the "Canada." This vessel belongs to the Richelieu & Ontario Navigation Company, and forms one of the great chain of excursion steamers running across Lake Ontario, down the River St. Lawrence, and up the

Saguenay, deservedly one of the most favored tourist routes in America. On the way to or from the Saguenay region, our excursion parties pass through two very interesting Canadian cities — Montreal and Quebec — and also through a charming section of Northern New England. Both Vermont and New Hampshire are traversed for nearly or quite their entire length, and sojourns are made amid the White Mountains, and also on the shores of beautiful Lake Memphremagog.

The party will leave Boston, from the station of the Boston & Maine Railroad (Eastern Division, Causeway street), Tuesday, September 2, at 1.15 P. M., in drawing-room cars, and proceed to the mountain region *via* Lynn, Salem, Newburyport, Portsmouth, Conway Junction, Wolfeboro Junction, and North Conway, arriving at the two famous houses, the Crawford and the Fabyan, at 6.55 and 7.05 P. M., respectively. The latter part of the railway ride is through the White Mountain Notch, one of the wildest and most picturesque sections in the whole mountain district, the road climbing through the narrow Saco valley, while high and rugged peaks lift their giant forms on either side. The night and succeeding forenoon will be passed at the Crawford and Fabyan Houses, and there will be ample time Wednesday morning to visit the charming nooks and grand view points in the vicinity. The party will dine at the Fabyan House, and at 1.05 P. M. will proceed northward to Montreal. The route will be *via* Bethlehem Junction, Littleton, Wells River, Montpelier, and St. Albans.

The journey from Montpelier to St. Albans is over the picturesque Central Vermont line, and the scenery of the Winooski valley and the Green Mountains is of the most varied and pleasing character. Fine views are to be had of Camels' Hump and Mount Mansfield, the highest peaks of the Green Mountains. The latter has the greater elevation, and attains an altitude of 4,359 feet above sea level. The Adirondack Mountains, beyond the western shores of Lake Champlain, may also be seen as the railway

comes nearer to the lake. St. Albans, one of the busiest and most cosmopolitan of Vermont towns, is reached at six o'clock, and Montreal at 8.00 P. M.

Thursday will be passed in Montreal, the visitors making their headquarters at the elegant Windsor Hotel, Dominion square. There will be a carriage ride Thursday morning, with visits to the principal churches and points of interest within the city. The beautiful park at the summit of Mount Royal and the Grey Nunnery (or L'Hôpital de les Sœures Grises) will be included in this round, which is intended to afford the visitor a comprehensive idea of Montreal and its really beautiful surroundings. Among the churches worthy of attention are the French Cathedral of Notre Dame, which was built in imitation of its Paris namesake, and holds over 10,000 people, on Notre Dame street; the handsomely decorated Church of the Jesuits, on Bleury street; Christ Church Cathedral, on St. Catherine street; the new and beautiful Church of Notre Dame de Lourdes, on St. Catherine street; the ancient Church of Notre Dame de Bonsecours, on St. Paul street; and St. Peter's Cathedral, near Dominion square. The towers of Notre Dame, one of which may be ascended, are 220 feet in height. Among the prominent public buildings are several bank edifices and the Post Office, on St. James street; the Court House and new City Hall, on Notre Dame street; the Bonsecours Market, on St. Paul street; Ste. Anne's Market, on Foundling street; the Custom House, at Foundling and Common streets; the Young Men's Christian Association Building, on Victoria square; and the Hotel Dieu, McGill College, College of Montreal, and the Exhibition structures, near the mountain. The statue of Her Majesty, the Queen, which ornaments Victoria square; the Nelson Monument, at the head of Jacques Cartier square; and the substantial docks, crowded with ocean steamers and sailing craft, are also objects of interest. The Grey Nunnery comprises an extensive group of buildings on Dor-

chester and Guy streets. The view from Mount Royal includes the entire city, the river and its islands, the Victoria Bridge, and a large extent of country, with Belœil, Boucherville, and other distant mountains. To the list of prominent edifices should be added the Windsor Hotel, which is one of the finest establishments of its kind in America.

At 7.00 P. M. on Thursday, the party will leave Montreal for Quebec on one of the fine steamers of the Richelieu & Ontario Navigation Company's line. The morning approach to Quebec affords a series of remarkably picturesque views of the ancient French capital.

The passengers are transferred to the Richelieu & Ontario Navigation Company's steamer "Canada" without delay or trouble, the two vessels being placed alongside each other. The enterprise of this corporation in placing such a finely equipped and commodious steamer as the "Canada" upon their Saguenay route will be thoroughly appreciated by the tourist public, whose comfort will be much enhanced. The vessel is strongly built of Bessemer steel, and is in every way admirably adapted to first-class passenger service. There are 123 commodious staterooms.

Forty-eight hours are occupied in the magnificent voyage down the noble St. Lawrence River and up the still wilder and more picturesque Saguenay, with the return to Quebec, and this period is crowded full of novel and interesting experiences. The scenery is of the grandest description, and the trip is so planned that the passenger passes over every part of the route by daylight, either going or returning. Soon after leaving Quebec, the passenger sees in the distance Montmorenci Falls in an indentation of the north bank of the river. The steamer next passes along the shores of the beautiful Island of Orleans, which Jacques Cartier in 1535 christened the "Isle of Bacchus." As soon as the island is passed, the frowning heights of Cape Tourment come

into view, and the steamer is compelled to approach the picturesque point quite closely. The cape forms a part of the Laurentide range of mountains, and rises to the height of about 2,000 feet. At the highest elevation a cross was erected in 1616, and this was replaced by a small chapel in 1870. After passing through several fine groups of romantic islands, the steamer approaches the picturesque village of Murray Bay, one of the most famous summer resorts of the Canadians. From here the vessel crosses the widening St. Lawrence to Riviere du Loup, near which Cacouna, another fashionable watering-place, is situated. Recrossing the river, the boat makes its next stop at Tacousac, an ancient village which occupies a position on the north shore of the St. Lawrence and at the mouth of the Saguenay. This place formed the head-quarters of the early French settlers in the sixteenth century. Pére Marquette, the explorer of the Mississippi valley, resided here in a house built of stone and mortar, the first edifice of its kind built in America. A little old church, erected in the early part of the last century in place of an older structure, forms one of the chief centres of attraction. Mr. Murray has laid some of the most thrilling scenes of his beautiful story "The Doom of Mamelons" on the banks of the Saguenay and near Tadousac.

We now enter the great rock gorge through which pour the unfathomable floods of the mountain-shadowed river of the North. The Saguenay seems to occupy a rift through the Laurentian Mountains, extending a distance of 130 miles from Lake St. John to the St. Lawrence. Eleven rivers pour their waters into Lake St. John. For ninety miles the Saguenay is a deep, and for much of the way a fathomless gulf, with steep, precipitous walls on either side. The continuous ridges rise 1,000 and 1,500 feet, while mountain peaks shoot up still higher. Capes Eternity and Trinity are two mighty headlands which guard the entrance to Eternity Bay. The latter rises almost

perpendicularly from the water to the height of 1,700 feet. The river at this point is 1,000 feet deep. Tableau Rock is a great cliff that might have been carved by Titans. Landing are made at Ha! Ha! Bay and Chicoutimi. The latter is quite a populous French town, which stands at the head of navigation. Many quaint scenes are to be witnessed at both places. The voyage up the Saguenay is generally made at night, and the return by day, so that none of the wonderfully grand and impressive scenery is lost to the tourist.

The return voyage will occupy Saturday and Saturday night, and the passengers will awake near Quebec Sunday morning. The ancient city presents a very striking appearance from the river; the steep cliffs crowned by the walls of the Citadel, the quaint buildings and the glistening spires, domes, and roofs, forming a picture essentially foreign, which the groups of "carters," with their *caleches* and other strange vehicles met with at the docks, only serve to heighten. Sunday and the greater part of Monday will be passed in this quaint town of the olden time, the visitors making the St. Louis Hotel and the Russell House their places of abode. One of the features of the visit will be a carriage ride Monday morning to points that are distant from the hotel. Quebec is unique in its every aspect, and of especial interest to the American visitor. It is more European in character than American, and of an ancient European type which has suffered few changes. The upper town is surrounded by a massive and frowning wall of hewn stone nearly three miles in length, and five gateways formerly communicated with the enclosed part of the city. From the lofty Citadel, or from the magnificent promenade known as Dufferin Terrace, the beholder looks down upon a curious scene of activity. The Citadel covers about forty acres, and was long considered an impregnable fortress. The Plains of Abraham, and the precipitous bluffs scaled by the intrepid Wolfe and his brave soldiers in that famous surprise and

victory of 1759, are near at hand. Point Levis, on the opposite bank, is where Arnold and his little army rendezvoused in 1775, after their memorable march through the wilderness. The Governor's Garden, or garden of the fortress, contains a monument sixty-five feet in height, which was erected to the memory of those two brave commanders, Wolfe and Montcalm. The Basilica, or French Cathedral, contains some fine paintings by eminent artists. The Seminary Chapel adjoining, in which was a large and valuable collection of works of art, was destroyed by fire, with all its contents, a few years since. The Falls of Montmorenci are six miles from the city; and the drive thither, out through Beauport, one of the prettiest suburbs of the city, is delightful. The Falls have a descent of 240 feet, and near them was fought the unsuccessful and nearly disastrous battle which preceded Wolfe's final victory on the Plains of Abraham.

After dinner on Monday, there will be an omnibus transfer from the hotels to the Quebec Central Railway ferry; and at 2.00 P. M. a train will be taken on said road, on the Point Levis side of the St. Lawrence, for Sherbrooke, Can., and thence over the Passumpsic Railroad for Newport, Vt. Supper will be provided at Sherbrooke, and Newport will be reached at 10.20 P. M.

From Monday night until Wednesday morning the party will sojourn at the Memphremagog House, which is delightfully situated on the shores of the beautiful lake of the same name. On Tuesday there will be a steamboat excursion on the lake, the steamer going as far as Georgeville, and over the most picturesque parts of this beautiful sheet of water. The bold, rock-bound shores, numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forests and the distant blue peaks, serve to heighten the charm of the lovely lake.

Leaving Newport Wednesday morning at 8.30, the party will resume its journey

southward over the Boston & Lowell system of the Boston & Maine Railroad. St. Johnsbury and Wells River in Vermont, Warren, Plymouth, Lake Village, Laconia, Tilton, Concord, Manchester, and Nashua in New Hampshire, and the Massachusetts cities of Lowell and Woburn lie upon this route. Dinner will be provided at the Pemigewasset House, Plymouth, and the train will reach Boston at 4.55 P. M.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, September 2.— Leave Boston from the Boston & Maine Railroad station (Eastern Division, Causeway street) at 1.15 P. M. On arrival at the station members of the party should check their baggage to the Crawford or Fabyan Houses. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the Crawford House 6.55 and Fabyan's at 7.05 P. M.

WEDNESDAY, September 3.— At Crawford and Fabyan Houses. Members of the party at Crawford House will leave there at 12.10 P. M. *via* the Maine Central Railroad; arrive at Fabyan's 12.20 P. M.; take dinner there, and the whole party will then leave Fabyan's at 1.05 P. M. *via* Concord & Montreal Railroad; arrive at Montreal 8.00 P. M.; omnibus transfer to the Windsor Hotel.

THURSDAY, September 4.— At Montreal. Carriage drive during the forenoon, visiting the principal churches, the Grey Nunnery, Mount Royal Park, etc.; omnibus transfer at 6.30 P. M. to the Richelieu & Ontario Navigation Company's steamer for Quebec; leave for Quebec at 7.00 P. M.; stateroom berths furnished.

FRIDAY, September 5.— Arrive at Quebec 7.00 A. M.; transfer at once to the Richelieu & Ontario Navigation Company's fine Saguenay steamer "Canada," and start upon the trip down the St. Lawrence and up the Saguenay.

SATURDAY, September 6.— On the Saguenay.

SUNDAY, September 7.— Arrive at Quebec 7.00 A. M.; omnibus transfer to St. Louis Hotel and the Russell House.

MONDAY, September 8.— At Quebec. Carriage drive, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.; omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over Passumpsic Railroad to Newport, Vt., arriving at 10.20 P. M.; remain at the Memphremagog House.

TUESDAY, September 9.— At the Memphremagog House. Steamboat excursion on Lake Memphremagog.

WEDNESDAY, September 10.— Leave Newport 8.30 A. M. *via* Passumpsic Railroad; arrive at Plymouth 12.20 P. M.; dinner at Pemigewasset House; leave Plymouth 12.50 P. M.; arrive in Boston (Boston & Lowell Railroad station) 4.55 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY DOLLARS. This sum covers all transportation by rail and steamer; hotel accommodations and incidental meals at the Crawford House, Fabyan House, Montreal, Quebec, Newport (Vt.), and Plymouth (N. H.); meals and stateroom berths on steamer during the trips on the St. Lawrence and Saguenay Rivers; the steamboat excursion on Lake Memphremagog; carriage rides at Montreal and Quebec; transportation, transfer, and care of all checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Return tickets from Newport to Boston will be good for thirty days.

Tickets for the excursion must be taken on or before Saturday, August 30.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

Autumn Excursion No. 8, 1890.

Leaving Boston Tuesday, September 2, and Returning Saturday, September 13.

New York, the Lehigh Valley, Mauch Chunk, the famous "Switchback" or Gravity Railroad, Glen Onoko, the historic Wyoming Valley, Watkins Glen,

NIAGARA FALLS,

The Thousand Islands, Alexandria Bay, the St. Lawrence River and Rapids, Montreal, and Lake Memphremagog. A Twelve Days' Trip over the most Romantic Routes of Travel in Pennsylvania, New York, Canada, and New England, with visits to many interesting Places of Resort.

Price of Tickets (all Traveling Expenses Included), . . $70.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

THERE is no more varied or attractive tour than the one arranged under this head — a twelve days' trip through Pennsylvania, New York, Canada, and Northern New England. Its objective points are Mauch Chunk, Watkins Glen, Niagara Falls, the Thousand Islands, the picturesque St. Lawrence River, Montreal, and Lake Memphremagog, and the routes to be traversed in reaching them include in themselves many scenic attractions.

The party will leave Boston *via* the Old Colony Railroad at 3.40 P. M. Tuesday, September 2, and proceed to New York by the popular Fall River line. The railway ride takes the traveler through a pleasant part of Eastern Massachusetts; and Fall River, where one of the magnificent steamers of this line will be in waiting, will be reached at an early evening hour. The steamer will arrive in New York at a seasonable morning hour, and the approach to the great metropolis affords a magnificent panoramic view of the city, the bay, the two rivers that pour their floods into the sea, and the neighboring great towns. There will be a ferry transfer from the New York side to Jersey City, and a train will convey the party thence over the Lehigh Valley Railroad, across the State of New Jersey, and into Pennsylvania. The Delaware River is crossed near Easton; and the train then ascends the valley of the Lehigh to Mauch Chunk, passing through Bethlehem, Allentown, Catasauqua, Coplay, and other places largely engaged in the manufacture of iron. Beyond the iron region are the great anthracite coal measures, the Lehigh Valley road forming one of the great highways from the mines to the seaboard.

Mauch Chunk, which is situated in the very heart of the mountains, will be reached at noon; and the Mansion House will be made the headquarters of the party until the following morning. The view, either from the bottom of the valley or from any of the neighboring heights, is very picturesque. It was here that the anthracite coal interest had its birth, towards the close of the last century. Wednesday afternoon will be devoted to a novel excursion on the Mauch Chunk & Summit Hill Railroad, popularly known as the "Switchback." The cars descend the plains by gravity, and are hauled up by stationary steam engines. The views from Mount Pisgah, Mount Jefferson, and Summit Hill are very fine, and the descent from the latter by gravity is a very exciting experience.

Thursday morning a visit can be made to Glen Onoko, which is situated a short distance from Mauch Chunk. The journey westward will then be resumed, the train leaving Mauch Chunk at 9.55 and Glen Onoko at 10.05 A. M. Dinner will be provided at Glen Summit; and not far beyond that point is the famous view down into the beautiful and historic vale of Wyoming, which lies 1,000 feet below. This is one of the most enchanting prospects in all America. The road winds down the mountain-side, and soon after passes through Wilkesbarre, a city named after John Wilkes and Colonel Barre, who defended in Parliament the rights of the American colonies. Continuing on through Pittson, Tunkhannock, Towanda, Sayre, Waverly, Elmira, Corning, and many lesser places, Watkins, N. Y., will be reached about 7.00 in the evening. The latter part of the route lies over the Erie Railway and the Fall Brook route. The latter leads from Corning northward, and just before reaching Watkins station crosses the famous gorge on a lofty bridge.

The popular Glen Mountain House, which is situated in proximity to the wonderful glen, will be our sojourning-place here from Thursday evening until Saturday morning, and there will therefore be ample time to inspect the many interesting sights of the region, the nearness of the hotel to the great chasm rendering this an easy task. The deep and rugged ravine abounds in picturesque features, among which are numerous cascades and romantic gorges. A ramble through the glen is attended by a constant succession of surprises. Leaving the Glen Mountain House Saturday morning, the passengers will be transferred to the Watkins station of the Fall Brook route, and proceed therefrom over said line to Lyons, and thence over the New York Central & Hudson River Railroad to Niagara Falls. The early part of the railway ride lies along the picturesque shores of Seneca Lake, which are followed from Watkins to Geneva, a distance of thirty-six miles.

Niagara Falls will be reached at 1.40 P. M., and here Sunday will be passed, the party making its headquarters at the International and Cataract Houses, which are near the falls and other objects of attraction. The grounds forming the chief approaches to the great cataract, including Goat Island, are now held by the State as a public park, and visitors are free from admission fees or other hindrances. There will be a carriage ride Saturday afernoon, with visits to Prospect Park, Goat Island, the Suspension Bridge, the Canada side, Table Rock, the Whirlpool Rapids, etc.

Monday morning there will be an omnibus transfer from the hotel to the New York Central station, and the party will leave *via* the Rome, Watertown & Ogdensburg Railroad in drawing-room cars. Dinner will be provided at Richland, and Clayton will be reached in time to connect with the steamer for a pleasant daylight sail to Alexandria Bay. Here the Thousand Islands House will be our abiding-place from Monday evening until Wednesday morning. The hotel is delightfully situated near the shore and with a charming outlook upon the bay and its most romantic islands.

Wednesday will be devoted to the delightful trip down the St. Lawrence River by steamer. This voyage is made on one of the steamers of the Richelieu & Ontario Navigation Company, and will take the tourist through the remaining part of the romantic island region, and over all the famous rapids. The rapids have a total fall of 221.6 feet before Montreal is reached, the principal ones being the Long Sault, the Coteau, the Cedars, the Split Rock, and the Lachine, the latter being just above Montreal. The first rapids of the series, the Galop, are encountered five miles below Prescott. Next comes the Long Sault, one of the finest of all, having a continuous run of nine miles. The steamer is here carried along at the rate of about twenty miles an hour, wholly by the force of the strong current, the steam being shut off. The Coteau Rapids are below, and the others follow in the order already named. The Lachine

Rapids are the most formidable of all, and the most difficult to navigate. The surging billows are flanked by rocks, which rise on each side of the swift current. Trained Indian pilots here take the helm, and the passengers are almost breathless, while the steamer glides from out the tempestuous waters into the smooth river again. Just before reaching the Coteau Rapids, the steamer approaches a fine new bridge erected by the Canada Atlantic Railway, which crosses to Valleyfield, and connects with the system of American Railways to Boston and New York. This bridge is a mile and three quarters long, and consists of seventeen fixed spans. Over the main channel of the river there is a swing bridge covering 353 feet. The next bridge crosses the river a short distance below the Indian village of Caughnawaga, and belongs to the Canadian Pacific Railway. This structure resembles the great International Bridge across the Niagara River, and is a model of modern engineering skill. After gliding swiftly beneath this great work, the steamer comes to the third and last of the great bridge structures, the Victoria Bridge, which is two miles long, and is claimed to be the noblest work of its kind in the world. The steamer passes under this famous bridge, and the attention of the passenger is now drawn to the magnificent panorama of Montreal and its background of mountain.

Arriving at the Canadian metropolis at 6.30 P. M., the passengers will be transferred to the handsome Windsor Hotel, on Dominion square. Here they will remain until Friday morning. Thursday will be devoted to the sights of Montreal, and a carriage ride will be, in this connection, the only programme feature. The principal churches, the park on the summit of Mount Royal, and the Grey Nunnery will be visited, and the excursion will afford views of all the most interesting sections of the city.

Friday morning the party will take the cars at the Canadian Pacific Railway station, and proceed to Newport, Vt., arriving there shortly before one o'clock. After dinner

at the well-known Memphremagog House, there will be a steamboat excursion over the most romantic and picturesque sections of the lake, the boat going as far as Georgeville, Can.

Saturday morning the party will leave Newport for Boston, journeying over the Boston & Lowell Railroad system. Dinner will be provided at the Pemigewasset House, Plymouth, N. H., and the train will reach Boston at 4.55 P. M.

ITINERARY.

TUESDAY, September 2.— Leave Boston from the station of the Old Colony Railroad, Kneeland street, at 3.40 P. M. On arrival at the station members of the party should check their baggage to Mauch Chunk *via* Fall River line. The checks will be collected upon the train. Tags are supplied with excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 5.25 P. M., and go on board steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

WEDNESDAY, September 3.— Arrive in New York 7.00 A. M.; breakfast on board the steamer; leave New York by annex steamer for Jersey City, and thence at 8.15 *via* Lehigh Valley Railroad; arrive at Mauch Chunk at 12.00; stop at the Mansion House; in the afternoon excursion to Summit Hill, and return by Mauch Chunk & Summit Hill Railroad.

THURSDAY, September 4.— Leave Mauch Chunk by the Lehigh Valley Railroad at 9.50 A. M. and Glen Onoko at 9.55 A. M.; arrive at Glen Summit 11.52 A. M.; dinner at the Glen Summit House; on leaving Glen Summit continue over the mountains and through the Wyoming valley; from Waverly to Corning *via* the New York, Lake Erie & Western Railway, and thence over the Fall Brook route to Watkins, arriving at 7.00 P. M.; carriage transfer to the Glen Mountain House.

FRIDAY, September 5.— At Glen Mountain House, Watkins Glen.

SATURDAY, September 6.— Omnibus transfer from the hotel to Watkins station, and leave at 8.00 A. M. *via* the Fall Brook route; from Lyons to Niagara Falls *via* the New York Central & Hudson River Railroad; arrive at Niagara Falls at 1.00 P. M.; omnibus transfer to the International Hotel and Cataract

House. In the afternoon carriage ride, visiting the Suspension Bridge, Table Rock, the Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, September 7.— At Niagara Falls.

MONDAY, September 8.— Omnibus transfer to the New York Central Railroad station, and at 8.30 A. M. leave Niagara Falls by the Rome, Watertown & Ogdensburg Railroad in drawing-room cars; arrive at Richland, N. Y., 2.30 P. M.; dinner at the station dining-rooms; arrive at Clayton 5.10 P. M.; leave at once by steamer, and arrive at Alexandria Bay at 6.10 P. M.; stay at the Thousand Islands House.

TUESDAY, September 9.— At Alexandria Bay.

WEDNESDAY, September 10.— Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

THURSDAY, September 11.—At Montreal. Carriage ride, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.

FRIDAY, September 12.— Leave Montreal *via* Canadian Pacific Railway, from the Windsor street station, at 9.00 A. M.; arrive at Newport, Vt., 12.40 P. M.; stay at the Memphremagog House; during the afternoon there will be a steamer excursion on Lake Memphremagog, the boat leaving at 1.10 P. M. and returning at 7.00 P. M.

SATURDAY, September 13.— Leave Newport (Boston & Lowell system of Boston & Maine Railroad) at 8.30 A. M.; from Wells River to Nashua *via* Concord & Montreal Railroad, and from Nashua to Boston *via* Boston & Lowell system of Boston & Maine Railroad; arrive at Plymouth, N. H., 12.20 P. M.; dinner at the Pemigewasset House; leave Plymouth 12.50 P. M.; arrive in Boston (Boston & Lowell station, Causeway street) at 4.55 P. M.

The price of tickets for the excursion will be SEVENTY DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route;* stateroom berths on the Fall River line; omnibus and carriage transfers at Watkins, Niagara Falls, and Montreal; carriage rides at Niagara Falls and Montreal; toll and admission fees at Niagara Falls and at

Watkins Glen; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

Tickets returning from Montreal will be good thirty days.

Tickets for the excursion should be taken on or before Saturday, August 30, three days previous to the date of leaving.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

AUTUMN EXCURSION NO. 9, 1890.

Leaving Boston Tuesday, September 2, and Returning Saturday, September 13.

New York, the Lehigh Valley, Mauch Chunk, the "Switchback," or Gravity Railroad, Glen Onoko, the Wyoming Valley, Watkins Glen,

NIAGARA FALLS, SARATOGA,

Lakes George and Champlain, Burlington, Rutland, Etc.

Price of Tickets (all Traveling Expenses Included) . . . $70.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

EXCURSION NO. 9 is a combination of parts of other very popular trips, the early section of the journey covering such interesting points as Mauch Chunk, Watkins Glen, and Niagara Falls. Instead of following the route of Excursion No. 8 from the latter point, the party will proceed to Saratoga, and thence through the lake region to Ausable Chasm, the return being through romantic sections of Vermont and New Hampshire.

The party will leave Boston Tuesday afternoon, September 2, taking a train at the Old Colony station, Kneeland street, at 3.40 P. M. Fall River will be reached soon after five o'clock, and, going on board one of the fine steamers of the Fall River line, the passengers will be served with supper before the arrival of the other trains. Leav-

ing Fall River at 7.30 P. M., the steamer sails down Mount Hope and Narraganset Bays, reaching the more open waters of the ocean and Long Island Sound beyond Newport. The morning approach to New York is delightful, and the early riser enjoys a very extended view of the great metropolis and its surroundings. Soon after passing under the East River Bridge, the steamer rounds the Battery, within view of the great statue of Liberty, and ascends the North River, as the Hudson is known locally.

Transferring by ferry across to the New Jersey shore, the passengers take the cars of the Lehigh Valley Railroad, and proceed through that State and a small section of Pennsylvania to Mauch Chunk. Wednesday afternoon will be devoted to an excursion on the famous "Switchback" railway; and on Thursday morning, if desirable, a visit may be made to Glen Onoko. Taking a train either at Mauch Chunk or Glen Onoko Thursday forenoon, the party will resume its journey westward. Dinner will be had at Glen Summit, and west of there is the magnificent view down into the vale of Wyoming. The traveler gains his first glimpse of this historic spot from a height 1,000 feet above the valley.

The Glen Mountain House, at Watkins Glen, will be reached *via* the Fall Brook route the same evening. Friday will be passed at this interesting resort, and there will, of course, be ample opportunity to explore the wonderful ravine, with its cascades and many nooks.

Saturday forenoon will be passed in the railway journey from Watkins Glen to Niagara Falls over the Fall Brook route and the New York Central & Hudson River Railroad. Sunday will be passed at the latter place, the party making its headquarters at the International or Cataract Houses. Both hotels are near the great cataract and the rapids above the falls. There will be a carriage ride Saturday after-

noon, with visits to Goat Island, the Canada shore, the suspension bridges, the Whirlpool Rapids, etc.

Monday morning there will be an omnibus transfer to the New York Central station, and at 8.16 a train on the West Shore Railroad will be taken for a journey across the State of New York. At Syracuse, which city will be reached shortly after one o'clock, dinner will be provided. The later ride down the Mohawk valley is delightful. The train will reach Albany at 6.55 P. M., and there will be a transfer to the popular and elegant Hotel Kenmore. Tuesday forenoon will be passed here, and there will thus be time for an inspection of the handsome capital of the Empire State. The massive State Capitol building, State Geological Museum, City Hall, Albany Academy, Government Building, State Arsenal, All Saints' Cathedral, and the beautiful Washington Park are among the points of attraction.

Leaving Albany at 12.50 by the Delaware & Hudson Railroad, the party will proceed to Saratoga, arriving there an hour and a quarter later. There will be an omnibus transfer from the station to the well-known Congress Hall, which will be made the headquarters of the party from Tuesday afternoon until Thursday morning. There will be a carriage ride Wednesday morning, with visits to some of the leading springs, Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), etc.

Leaving Saratoga *via* the Delaware & Hudson Canal Company's Railway Thursday morning, the party will proceed northward to Caldwell, from whence a steamer will be taken across beautiful Lake George. The scenery is very picturesque, and every inch of shore and lake possesses historic interest. These peaceful waters were the scene of sanguinary strife again and again during the French War and in the War of the Revolution. There is a short railway transfer from the shores of Lake George to those of Lake Champlain, and we then sail northward on the broader waters of the

latter. The scenery differs from that of the lake we have just left, but it is nevertheless very picturesque.

Port Kent will be reached in the afternoon, and there will be a railway transfer of a few miles over the newly constructed Keeseville, Ausable Chasm & Lake Champlain Railroad to the Lake View House, which will be the headquarters of the visitors until Friday afternoon. There will be ample time for a thorough exploration of the wonderful chasm, with boats for a passage of the rapids and a return to the hotel by carriage.

On leaving the Lake View House, there will be a railway transfer to Port Kent, and a voyage by steamer across the lake to Burlington, from whence a Central Vermont Railway train will be taken to Rutland, where the night will be passed at the Bardwell and Bates Houses. The party will leave Rutland *via* the Central Vermont line Saturday morning, and proceed to Boston through Bellows Falls, Vt., Keene, N. H., and Winchendon, Fitchburg, Ayer, and Concord, Mass. The train will arrive in Boston early in the afternoon.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, September 2.—Leave Boston from the station of the Old Colony Railroad, Kneeland street, at 3.40 P. M. On arrival at the station members of the party should check their baggage to Mauch Chunk *via* the Fall River and Lehigh Valley lines. The checks will be collected upon the train, and the baggage will be delivered at the rooms of the owners in the various hotels. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 5.25 P. M., and go on board steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

WEDNESDAY, September 3.—Arrive in New York 7.00 A. M.; breakfast on board the steamer; ferry

transfer to Jersey City, and leave that city at 8.15 A. M. *via* Lehigh Valley Railroad; arrive at Mauch Chunk at 12.00 M.; stay at the Mansion House; in the afternoon excursion to Summit Hill and return by the Mauch Chunk & Summit Hill Railroad.

THURSDAY, September 4.— Leave Mauch Chunk, *via* the Lehigh Valley Railroad, at 9.50 A. M., and Glen Onoko at 9.55 A. M.; arrive at Glen Summit at 11.52 A. M.; dinner at the Glen Summit House; on leaving Glen Summit continue over the mountains and through the Wyoming valley; from Waverly to Corning *via* the New York, Lake Erie & Western Railway, and from Corning to Watkins *via* the Fall Brook route, arriving at Watkins 7.00 P. M. Carriage transfer to the Glen Mountain House.

FRIDAY, September 5.— At Glen Mountain House, Watkins Glen.

SATURDAY, September 6.— Transfer to the station, and leave Watkins at 8.00 A. M. *via* the Fall Brook route; from Lyons to Niagara *via* the New York Central & Hudson River Railroad, arriving at Niagara Falls 1.00 P. M.; omnibus transfer to the Cataract House or International Hotel. In the afternoon carriage ride, visiting the Suspension Bridge, Table Rock (on the Canadian side), the Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, September 7.— At Niagara Falls.

MONDAY, September 8.— Omnibus transfer to the New York Central & Hudson River Railroad station, and at 9.06 A. M. leave Niagara Falls by the West Shore Railroad; arrive at Syracuse 1.20 P. M.; dinner at station dining-rooms; arrive at Albany 6.55 P. M.; omnibus transfer to the Hotel Kenmore.

TUESDAY, September 9.— In Albany. Omnibus transfer to the Delaware & Hudson Railroad station, and at 12.50 P. M. leave Albany by said line; arrive at Saratoga 2.05 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 10.— At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, September 11.— Omnibus transfer from Congress Hall to the station, and leave Saratoga, *via* Delaware & Hudson Canal Company's Railway line, at 8.20 A. M.; arrive at Caldwell at 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.50 P. M., and thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; go on board steamer "Vermont;" dinner on board steamer "Vermont;" arrive at Port Kent at 6.05 P. M.; leave Port Kent

at once *via* the Keeseville, Ausable Chasm & Lake Champlain Railroad, and proceed to the Lake View House, arriving there at 6.30 P. M.

FRIDAY, September 12.—At the Lake View House. Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave hotel at 3.00 P. M. by the Keeseville, Ausable Chasm & Lake Champlain Railroad, and proceed to Port Kent, and, connecting with steamer, leave Port Kent at 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; leave at once *via* Central Vermont Railroad (Rutland Division); arrive at Rutland 7.00 P. M.; stay at the Bardwell and Bates Houses.

SATURDAY, September 13.—Leave Rutland 6.45 A. M. *via* Central Vermont Railroad; arrive in Boston (Fitchburg Railroad station, Causeway street) at 2.03 P. M.

The price of tickets for the entire trip from Boston back to Boston is SEVENTY DOLLARS. This sum includes all travel by railway and steamer in accordance with the foregoing itinerary; hotel accommodations; meals *en route;* stateroom berths on the Fall River boat; omnibus and carriage transfers at Watkins, Niagara Falls, and Saratoga; carriage rides at Niagara Falls and Saratoga; tolls and admission fees at Watkins Glen, Niagara Falls, and Ausable Chasm; all transportation, transfer, and care of checked baggage; the services of conductors, etc.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

Tickets returning from Burlington good for thirty days.

Tickets for the excursion must be taken on or before Saturday, August 30.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

SUMMER EXCURSION NO. 11, 1890.

Leaving Boston Monday, September 8, and Returning Friday, September 19.

The Hudson River, Saratoga, Lake George, Lake Champlain,

THE ADIRONDACK MOUNTAINS,

Elizabethtown, Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, and return via Burlington, Vt. A Grand River, Lake, and Mountain Trip of Twelve Days.

Price of Tickets (all Traveling Expenses included) . . . $65.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

WITHIN a day's ride of the great cities of New York, Boston, and Philadelphia is a vast region where nature reigns supreme. High mountains, romantic lakes, and great stretches of untouched forests teeming with noble game are features of this great northern wilderness. One need not go abroad to see nature in its highest types of grandeur, for here are countless scenes of superlative beauty. Year by year the Adirondack region has attracted greater numbers of health and pleasure seekers, sportsmen, and adventurous climbers; but yet the settlements are few, and the lover of nature seems to have reached her inner temples. Centering in the western part of

Essex county, the Adirondack region may be said to extend over this and ten other counties wholly or in part. The eastern half of this great section is very mountainous. From the south and east, Lakes George and Champlain, with the railway system of the Delaware & Hudson Canal Company, afford easy means of approach. The main northern railway line of this company extends along the west shore of Lake Champlain; and stage roads, which plunge at once into the mountain region, reach from the lake shore westward.

Our eleventh tour is devoted to the picturesque Adirondack Mountains, a week being passed within that lovely region, and the approach thereto being over those beautiful water-ways — Long Island Sound, the Hudson River, and Lakes George and Champlain. Incidentally there will be a visit to America's most famous spa, Saratoga Springs.

The party will leave Boston from the old Colony Railroad station, Kneeland street, Monday, September 8, at 3.40 P. M. The railway ride extends to Fall River, where one of the fine steamers of this line will be in waiting. The passage of Long Island Sound will be made at night, by the Fall River line, and in the morning the steamer reaches New York. Proceeding to Pier No. 39, North River, from Pier No. 28, by annex steamer, the passengers will there go on board the magnificent steamer "New York" for a daylight journey up the noble Hudson, a trip that is unsurpassed in picturesque interest. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party to Saratoga. Wednesday will be passed at that celebrated resort, the visitors making their headquarters at Congress Hall, one of the most favored hotels of the great summer watering-place. During the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn, the Geyser Spring, etc.

Thursday morning the party will take the cars of the Delaware & Hudson Canal Company's line and proceed to Caldwell, there transferring to one of the Champlain Transportation Company's steamers for the trip over Lake George. From the lower end of the lake there is a short railway transfer to the shores of Lake Champlain, where another steamer will convey the passengers northward. Westport, upon the west or New York side of the lake, will be reached at 3.30 P. M., and there will be a stage ride from the landing to Elizabethtown, eight miles distant. The road is excellent, and this and the subsequent stage journeys through the Adirondack country are sure to be very enjoyable. The road penetrates the mountain region soon after leaving Westport, and ascends to Raven Pass, which is in the first of the five ranges, the third being the culminating ridge, with Mounts Marcy, Whiteface, and other high peaks as its chief pinnacles. Raven Peak is a high hill near the pass of the same name. Beyond, two of the grand mountains of the second range — Hurricane Peak (3,763 feet high) and the Giant (4,530 feet) — are seen. The former is a sharply defined peak, which stands out in bold and striking contrast to the surrounding hills, and the latter is a massive dome. Descending slightly from Raven Pass into the valley of the Bouquet River, Elizabethtown is reached. Although a county seat, this town has little of the noise and bustle of the outside world, and, but for the presence of several summer hotels, would have still less. During our stay in Elizabethtown we shall make our headquarters at the Windsor Hotel, of which Mr. Orlando Kellogg is the proprietor. Elizabethtown is most charmingly situated amid the hills, and from the neighboring eminences — notably from Wood Hill, which is easily climbed — magnificent views are obtained.

Leaving Elizabethtown by stage, there is a picturesque ride of twenty-four miles westward to Lake Placid. This journey brings the traveler into the very heart of the

mountain and lake region. Following up the narrow valley of the Keene Branch, which flows into the Bouquet, the road crosses the divide under the brow of Mount Hurricane, and then descends into the romantic Keene valley, one of the loveliest regions in the whole Adirondack district. High mountains rise on every side, and in the south are seen the sharp, blue outlines of the Gothics. A single glimpse is had of the pyramid of Mount Marcy while descending the hill east of Keene. Nothing can be finer than the view southward up the east branch of the Ausable River. A broad, green valley, with a clear, meandering stream, is bordered by forest-clad hills, which farther back assume gigantic proportions; while in the distance are serrated ridges of blue mountains, forming a group of shapely peaks. Continuing beyond Keene, the road enters a dark and narrow pass under the steep cliffs of Pitch-Off Mountain. On the left are Edmunds' Ponds, two long, narrow, and very deep stretches of water; and the opposite wall, formed by Long Pond Mountain, is almost a sheer precipice for 1,000 feet or more. At one place a cascade shimmers in the sunlight high up on the tree-clad wall. The elevation of Pitch-Off Pass is 2,038 feet. Beyond this lies the little town of North Elba, made famous as the home and last resting-place of John Brown. It was here that the hero of Osawatomie and Harper's Ferry established a colored colony in the old slavery days. The grave of John Brown is upon the bluff west of the main road, and is reached through a by-way.

Lake Placid is a few miles from the town of North Elba. It is a lovely sheet of water, surrounded by high mountains or high banks. A little village of summer hotels has sprung up near its southern extremity; and at the Grand View or Mirror Lake Houses the party will make its headquarters. At the opposite end of Lake Placid, some five miles distant from the hotels, is Whiteface, one of the grandest of all the Adirondack Mountains, which is visible from base to summit. The lake has an

elevation of 1,863 feet, and the mountain rises 3,008 feet higher. The lake is divided into two equal parts by Buck, Moose, and Hawk Islands. The view southward includes Mount Marcy (5,344 feet), Mount McIntyre (5,112 feet), and other noble mountain forms, together with the bold and clear-cut outlines of Indian Pass. There is no more picturesque outlook in the whole region than that afforded by the eminences on the shores of Lake Placid. The beautiful lake and the distant fringe of blue mountains, with the nearer form of Whiteface, remind one of the romantic views across the Swiss lakes. Our stop at Lake Placid will extend through three full days, with a departure on the fourth day. This sojourn will give opportunities for boating on the lake and other recreations; and the return tickets from this point will be good for a much longer time, so that persons who desire to make a more prolonged visit, or who wish to penetrate farther into the lake region, can do so. On one of the days of the stay there will be a carriage ride to Adirondack Lodge, nine miles distant. This is a beautiful retreat on the shores of Clear Lake, in the heart of the wilderness. The proprietor, Mr. Henry van Hoevenbergh, owns 640 acres, and carefully preserves the grand old forests in all their native beauty. The Lodge is a large and handsome log structure, tastefully built and elegantly furnished. Mount Jo, or "The Bear," is a neighboring mountain which is easily climbed. From the summit splendid views are had of Mounts McIntyre, Marcy, Colden, Wallface, Whiteface, etc. Either going or returning, a visit will be paid to John Brown's grave.

Leaving Lake Placid by stage in the afternoon of Wednesday, the party will journey to Saranac Lake, about twelve miles distant, and there take the cars of the Chateaugay Railroad for the farther journey to Plattsburg, from whence we go over the Delaware & Hudson Canal Company's line to Port Kent. The Chateaugay road is seventy-three miles in length, and provides a new and very desirable route to the

very heart of the Adirondack region. Bloomingdale, Round Pond, Loon Lake, Lyon Mountain, Chazy Lake, and Dannemora are among the points on this line, and there are stage and boat connections with several celebrated resorts.

From Port Kent there will be a short railway ride to the Lake View House, which stands near the famous Ausable Chasm. The ensuing forenoon will be passed in an inspection of this wonderful freak of nature. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

Leaving the Lake View House at 3.00 P. M. on Thursday, the party will proceed by railway to Port Kent, three miles distant, and thence by steamer across Lake Champlain to Burlington, Vt., where the night will be passed at the Van Ness and American Houses. Leaving Burlington *via* the Central Vermont Railroad at 8.10 A. M. Friday, there will be a pleasant journey through to Boston, which will be reached at 5.42 P. M. Dinner will be provided at Bellows Falls, Vt.

The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, September 8.— Leave Boston 3.40 P. M. from the Old Colony Railroad station, Kneeland street. On arrival at the station members of the party should check their baggage to Saratoga *via* Fall River line and Hudson River Day line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, and other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 5.25 P. M., and go on board one of the fine steamers belonging to this line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 9.— Arrive in New York 7.20 A. M.; breakfast on Fall River line steamer; by annex steamer to Pier 39, North River (Hudson River Day line), and leave New York at 8.40 A. M. on steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a

train from the steamboat wharf *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 10.— At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, September 11.— Omnibus transfer from Congress Hall to the Delaware & Hudson Canal Company's station, and leave Saratoga at 8.20 A. M. *via* said line; arrive at Caldwell 9.35 A. M.; leave Caldwell 9.40 A. M. on one of the Champlain Transportation Company's steamers for trip on Lake George; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont," Captain George Rushlow, for a trip on Lake Champlain; dinner on board the steamer; arrive at Westport, N. Y., 3.30 P. M.; thence by stage to Elizabethtown, arriving about 5.30 P. M.; stop at The Windsor, O. Kellogg, proprietor.

FRIDAY, September 12.— At Elizabethtown.

SATURDAY, September 13.— Leave Elizabethtown by stage at 7.00 A. M.; dinner at the Cascade House, Cascadeville, Messrs. Weston & Otis, proprietors; arrive at Lake Placid in the afternoon; stop at the Grand View House, or the Mirror Lake House, Isham Brothers, managers.

SUNDAY, September 14.— At Lake Placid.

MONDAY, September 15.—At Lake Placid. Carriage ride to Adirondack Lodge, Henry van Hoevenbergh, proprietor, visiting John Brown's grave on the way; lunch at Adirondack Lodge.

TUESDAY, September 16.— At Lake Placid.

WEDNESDAY, September 17.— Leave Lake Placid by stage at 1.00 A. M.; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.45 P. M.; arrive at Plattsburg 6.55 P. M.; thence by Delaware & Hudson Canal Company's Railroad to Port Kent, and by the Keeseville, Ausable Chasm & Lake Champlain Railroad from that point to the Lake View House, Ausable Chasm, arriving at 8.30 P. M.

THURSDAY, September 18.— At Lake View House, Ausable Chasm. Visit the chasm, taking boats a portion of the way through and carriages back to the hotel; leave Lake View House by railway at 3.00 P. M.; connect with steamer at Port Kent, and leave there at 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; to the Van Ness and American Houses.

FRIDAY, September 19.— Leave Burlington 8.10 A. M. *via* Central Vermont Railroad; dinner at Bellows Falls, Vt.; arrive in Boston (Fitchburg Railroad station) 5.42 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Elizabethtown, Lake Placid, Ausable Chasm, and Burlington, Vt.; incidental meals on steamer of the Fall River line, steamers "New York" and "Vermont," at Adirondack Lodge, and Bellows Falls; carriage rides at Saratoga and Lake Placid; excursion by boat through Ausable Chasm; admission fee at Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

The tickets returning from Lake Placid will be good for thirty days.

Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Tickets for the excursion must be taken on or before Friday, September 5, three days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

SUMMER EXCURSION NO. 12, 1890.

Leaving Boston Monday, September 8, and Returning Saturday, September 20.

New York, Hudson River, Albany,

TRENTON FALLS,

The Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Falls of Montmorenci, Lake Memphremagog, and the White Mountains. A Thirteen Days' Trip over the most Romantic Routes of Travel and to some of the most Attractive Points of Interest in New York, Canada, and New England.

Price of Tickets (all Traveling Expenses included) - - - $75.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

THE twelfth of our July excursions comprises a tour through a large portion of New York, Canada, and New England, with halts at numerous points of picturesque interest and at places of historic importance. It is a comparatively new combination of routes, and one that is sure to commend itself to the traveler who seeks summer recreation. A large part of the journey will be by water.

The party will leave Boston from the Old Colony station, Kneeland street, at 3.40 P. M. Monday, September 8, going by rail to Fall River, and thence across the waters

of Mount Hope Bay, Narraganset Bay, and Long Island Sound on one of the palatial steamers of the popular Fall River line; and the approach to New York through East River, which affords such a magnificent panorama of the metropolis and its neighbors, will occupy the morning hours. After breakfast on the steamer there will be a transfer by annex boat to the Hudson River Day line boat, for the farther trip up the noble "American Rhine." This delightful journey takes the entire day, and dinner will be furnished on the steamer. The boat will reach Albany, the handsome capital of the Empire State, soon after six o'clock, and the party will proceed to The Kenmore, where it will remain until Wednesday morning, when the passengers will take a train on the New York Central & Hudson River Railroad for Utica and Trenton Falls. From Utica to Trenton Falls our route lies over the Utica line of the Rome, Watertown & Ogdensburg Railroad. The train will be due at Trenton Falls shortly before one o'clock, and there will be a stage transfer from the station to Moore's Hotel, where the party will remain until Thursday morning.

The falls are five in number, and are situated upon West Canada Creek, an affluent of the Mohawk. They are not grand in the same sense that the gigantic cataract of Niagara is grand, but in picturesqueness and romantic beauty America has nothing finer. Their peculiar charms have inspired many eminent writers. A delightful path through an old forest leads from the hotel to the stream, and along its brink to the several vantage points. The walls are in places perpendicular, and from 70 to 200 feet high, the stream having carved its way through the Trenton limestone. The chief falls are Sherman Fall, High Falls, Mill Dam Fall, and the Cascade of the Alhambra; and just above the latter is the worn mass known as Rocky Heart. Prospect Falls, the fifth and least interesting of the series, are three miles from the hotel.

Thursday morning there will be a transfer to the station, and the party will resume

its journey northward over the Utica and Clayton lines of the Rome, Watertown & Ogdensburg Railroad. The road leads along the western verge of the Adirondack region, and through a picturesque section of New York. Not far from Boonville, which is seventeen miles north of Trenton Falls, is situated the famous "John Brown Tract," purchased in 1792 by John Brown, a wealthy gentleman of Providence, R. I., for the purpose of founding colonies. The tract, embracing 210,000 acres, was divided into eight townships, denominated Industry, Enterprise, Perseverance, Unanimity, Frugality, Sobriety, Economy, and Regularity; but the colonization scheme failed in spite of its commendable nomenclature. The John Brown here alluded to should not be confounded with the hero of Osawatomie and Harper's Ferry, who had his home in another part of the Adirondack region (at North Elba), and who is buried there.

At Clayton the passengers will transfer to the steamer lying at the dock adjoining, and there will be a short sail through a part of the Thousand Islands district to Alexandria Bay. Here, at the Thousand Islands House, which is charmingly situated near the shore, with a fine outlook upon the numerous islands, the party will remain through the ensuing day. There will thus be an opportunity to enjoy the pastimes of this famous resort — fishing, boating, etc.

Saturday morning the party will leave Alexandria Bay for the famous trip by steamer down the St. Lawrence River. This journey takes the passengers through the remaining part of the Thousand Islands region, and over all the rapids of the great river of the North. Dinner will be served on the boat, and Montreal, which is situated just below the Lachine Rapids, the last and most exciting of the series, will be reached at 6.30 P. M. Sunday and Monday will be passed in the attractive Canadian metropolis, the visitors making their headquarters at the magnificent Windsor Hotel. There will be a carriage ride Monday morning, with visits to the most interesting parts

of the city, the principal churches and public buildings, the elevated park on Mount Royal, and the Grey Nunnery.

Leaving the Windsor Hotel in time to take the Quebec steamer at 7.00 P. M., the party will proceed down the St. Lawrence River to Quebec, 180 miles distant. Arriving at Quebec about seven o'clock Tuesday morning, the passengers will be transferred to the St. Louis Hotel and Russell House, which will be made the abiding-places of the visitors until the succeeding afternoon. In the course of a carriage ride which will occupy half a day, the most interesting parts of Quebec and its handsome suburbs will be visited. The carriage excursion will include a trip to the Falls of Montmorenci, as well as visits to the Citadel, the Plains of Abraham, etc.

After dinner Wednesday there will be an omnibus transfer from the hotels to the Quebec Central ferry, and a train will be taken on the Point Levis side of the St. Lawrence for Newport, Vt., *via* Sherbrooke. Supper will be provided at Sherbrooke. The Quebec Central Railway extends to that point, and the farther journey will be over the Passumpsic Division of the Boston & Lowell system. Newport will be reached at 10.20 P. M.

Thursday will be spent at Newport, which is delightfully situated on the shores of the beautiful Lake Memphremagog. In the afternoon there will be a steamer excursion on the lake, the boat going over the most picturesque parts of this lovely sheet of water. The bold, rock-bound shores and numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forest, and the distant blue peaks serve to heighten the charms of this delightful lake. The boat will return to Newport in the early evening. During the sojourn at Newport the party will make its headquarters at the well-known Memphremagog House.

Friday morning the party will leave Newport and go by rail to the White Moun-

tains, stopping at the Fabyan House, the Mount Pleasant House, or the Crawford House, as may be preferred. All three hotels will be reached in time for dinner. Many places of interest are within easy reach of all three hotels, including the summit of Mount Washington, Jefferson, Bethlehem, the Profile House, Twin Mountain House, etc., and can easily be reached therefrom, or from connecting points near at hand. As the return tickets are good for subsequent dates, an extended round of the mountain region can be made if desired.

Leaving the several hotels Saturday morning, there will be a railway ride through the grand White Mountain Notch, and southward therefrom over the Maine Central and Northern Division of the Boston & Maine Railroad through North Conway, etc. Lunch will be provided at Wolfeboro Junction, and the party will reach Boston (station of the Boston & Maine Railroad, Eastern Division, Causeway street) at 3.30 P. M.

ITINERARY.

MONDAY, September 8.— Leave Boston from the station of the Old Colony Railroad, Kneeland street, at 3.40 P. M. On arrival at the station members of the party should check their baggage to Albany *via* Fall River and the Hudson River Day line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 5.25 P. M., and go on board steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 9.— Arrive in New York 7.00 A. M.; breakfast on board the steamer; transfer by annex steamer from Pier 28 (Fall River line) to Pier 39 (Hudson River Day line), and leave by steamer "New York" at 8.40 A. M.; dinner at 2.00 P. M., after passing the Highlands; arrive at Albany 6.10 P. M.; omnibus transfer to The Kenmore.

WEDNESDAY, September 10.— Leave Albany, *via* New York Central & Hudson River Railroad, at

8.25 A. M., in drawing-room cars; arrive at Utica 11.40 A. M.; leave Utica, *via* Utica line of Rome, Watertown & Ogdensburg Railroad, at 12.15 P. M.; arrive at Trenton Falls 12.55 P. M.; stage transfer from the station to Moore's Hotel.

THURSDAY, September 11.— Stage transfer from Moore's Hotel to the station, and leave Trenton Falls at 12.55 *via* Rome, Watertown & Ogdensburg Railroad; arrive at Clayton 4.55 P. M., and there connect with steamer for Alexandria Bay, arriving at the latter place at 6.10 P. M.; stay at the Thousand Islands House.

FRIDAY, September 12.— At Alexandria Bay.

SATURDAY, September 13.— Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

SUNDAY, September 14.— In Montreal.

MONDAY, September 15.— In Montreal. Carriage ride in the forenoon, visiting the principal churcnes, Mount Royal Park, the Grey Nunnery, etc.; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by the Richelieu & Ontario Company's steamer for Quebec; stateroom berths furnished.

TUESDAY, September 16.— Arrive at Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House, carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, September 17.— In Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over Passumpsic Division of the Boston & Lowell system to Newport, Vt., arriving at 10.20 P. M.; stay at the Memphremagog House.

THURSDAY, September 18.— At the Memphremagog House. Steamboat excursion on Lake Memphremagog during the afternoon.

FRIDAY, September 19.— Leave Newport at 7.10 A. M. *via* Boston & Lowell system of the Boston & Maine Railroad; from Wells River *via* Concord & Montreal Railroad; arrive at Fabyan House

12.00 M., at Mount Pleasant House 12.05 P. M., and at the Crawford House 2.03 P. M. Passengers can have the option of stopping at the Fabyan, Mount Pleasant, or Crawford Houses.

SATURDAY, September 20.— Leave Fabyan's 9.15 A. M., Mount Pleasant House at 9.17 A. M., and Crawford House at 9.27 A. M. *via* Maine Central Railroad (on Boston & Maine express); arrive at Wolfeboro Junction 11.55 A. M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station on Causeway street) 3.30 P. M.

The price of tickets for the excursion will be SEVENTY-FIVE DOLLARS. This sum will cover all travel by railway and steamer, in accordance with the foregoing itinerary; all hotel accommodations; meals *en route;* drawing-room car seats from Albany to Clayton; stateroom berths on the Fall River line and between Montreal and Quebec; omnibus and carriage transfer at Albany, Trenton Falls, Montreal, and Quebec; carriage drives at Montreal and Quebec; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

The return tickets from Newport to Boston will be good thirty days.

Persons desirous of joining the excursion party should procure their tickets on or before Friday, September 5.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

SUMMER EXCURSIONS NOS. 13, 17, AND 19, 1890.

Leaving Boston Tuesdays, September 9, 16, and 23, and Returning Saturdays, September 13, 20, and 27.

A Five Days' Tour through the

WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest, with visits to the Profile House, the Fabyan House, the Crawford House, North Conway, etc., a Night on the Summit of Mount Washington, a trip through the White Mountain Notch, Carriage Ride up Mount Willard, a visit to the Flume, Pool, etc.

Price of Tickets (all Traveling Expenses Included) . . . $32.50.

Price of Tickets for Children between the ages of 5 and 12 years, $20.00.

THE beautiful White Hills of New Hampshire are exceedingly popular as a summer resort, and our tours through that romantic region have always been largely patronized. A number of our autumn trips will be devoted almost wholly to the White Mountains, three of the series coming under the head of "short tours," the grand round of the mountain hotels and chief points of interest being accomplished in five days. The extension of railways over routes that were formerly traversed by the slow stage coach has made even the remote mountain sections accessible, the time occupied in going from point to point being numbered by hours instead of days.

The dates of departure from Boston are Tuesdays, September 9, 16, and 23. The train will leave the station of the Boston & Lowell system, on Causeway street, at

9.00 A. M., and go northward through Woburn, Lowell, the Merrimac valley, Nashua, Manchester, and Concord, along the picturesque shores of Lake Winnipesaukee, and thence up the Pemigewasset valley to Plymouth. Dinner will be provided at the Pemigewasset House; and the journey will then be continued over the Pemigewasset Valley Branch to North Woodstock, from whence there will be a stage transfer to the Flume House and Profile House. A halt will be made at the Flume House, in order to visit those great natural wonders the Flume and Pool. The former has been carved from the solid rock by a little stream that descends from between Flume Mountain and Mount Liberty, and the latter is on another small stream tributary to the Pemigewasset.

Persons who desire to remain over night at the Flume House can do so, continuing their journey to the Profile House the next forenoon. The ride up through the Notch is delightful. The traveler passes on the way the beautiful Profile Lake, which mirrors the rugged steeps of Profile Mountain and the "Great Stone Face." This marvelous object looks down from its lofty place, 1,800 feet above the placid surface. The best view of the famous profile is obtained from the stage road. In a delightful nook just above the lake is the celebrated Profile House, while at a short distance beyond is Echo Lake. The hotel is situated upon a little plateau nearly 2,000 feet above the sea, while all around rise the bold fronts of mountains from 1,500 to 3,000 feet higher.

The several parties will remain at the Profile House until Wednesday afternoon, and then proceed over the Profile & Franconia Railroad, a narrow-gauge line, to Bethlehem Junction, and from thence over the Boston & Lowell line and the Mount Washington Railway to the summit of Mount Washington, where Wednesday night will be passed. This is a novel trip, as the visitor is carried upward by rail, often times through the clouds, to the very doors of the loftily perched hotel. The moun-

tain is 6,291 feet above the level of the sea, and the highest peak east of the Rocky Mountains and north of the topmost summits of North Carolina. The views are indescribably fine, and the spectacles of a sunset and a sunrise are especially grand. At the summit will be found a large hotel, the Mount Washington Summit House; a station occupied by the United States Signal Service observers; an observatory erected by the United States Coast Survey; a printing-office, from which is issued a bright and entertaining daily paper, appropriately denominated *Among the Clouds;* railway buildings, stables, stage office, etc. The mountain top will be reached before sunset.

Leaving the summit at 7.00 A. M., the parties will descend the mountain by the railway, and proceed to the Mount Pleasant House, the Fabyan House, and the Crawford House. These establishments belong to the chain of five great mountain hotels of which Messrs. Barron & Merrill are the proprietors. The Crawford House is under the management of its resident proprietor, Mr. C. H. Merrill, who is also manager of The Raymond, at East Pasadena, Cal. The passengers can exercise their own preferences regarding their selection of hotels. Among the various points of interest hereabouts are Mount Willard, Beecher's Falls, Gibbs's Falls, Flume Cascade, Silver Cascade, "Idlewild" (a charming retreat on the farther side of Saco Lake), Merrill's Spring, and Hitchcock's Flume, on the side of Mount Willard. There will be a carriage ride to the summit of Mount Willard Thursday afternoon. This mountain stands at the head of the Notch, and its southern face is a sheer precipice of 1,000 feet or more. The view from the top down through the Notch is exceedingly grand.

Friday morning there will be a journey down through the Notch, over the Maine Central Railroad, in observation cars. The scenery along this part of the line is very picturesque, the road running along the steep cliffs in front of Mounts Willard and

Willey. Three miles below the Crawford House, the Willey House is seen in the valley below the railroad. It was near this house that the Willey family lost their lives in the great landslide of Aug. 28, 1826, while their dwelling was preserved from injury. Friday afternoon will be passed at North Conway, the parties making their headquarters at the pleasant Kearsarge House, which is delightfully situated near the village and within convenient distance of all the neighboring attractions. There will be a carriage ride from The Kearsarge to Conway, and thence up the west side of the river back to North Conway, visiting Echo Lake, Cathedral Ledge, Diana's Baths, and other points of interest. Leaving North Conway Saturday morning *via* the Boston & Maine Railroad, Northern Division, the parties will proceed to Boston arriving shortly after 1.00 P. M.

The following is the detailed

ITINERARY.

TUESDAY, Sept. 9, Autumn Excursion No. 13.
TUESDAY, Sept. 16, Autumn Excursion No. 17.
TUESDAY, Sept. 23, Autumn Excursion No. 19.

} Leave Boston from the station of the Boston & Maine Railroad Company's Boston & Lowell system, Causeway street, at 9.00 A. M. On arrival at the station members of the party should check their baggage to the Profile House. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Plymouth, N. H., at 12.40 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.38 P. M. *via* Pemigewasset Valley Railroad; arrive at North Woodstock 2.30 P. M., and thence by stage, arriving at the Flume House at 3.30 P. M.; after visiting the Flume and Pool, resume stage journey, reaching the Profile House about 7.00 P. M.

NOTE. — Persons desiring to remain at the Flume House over night can do so, continuing on to the Profile House the next forenoon, taking dinner at the latter hotel before leaving that place in the afternoon.

V'EDNESDAY, Sept. 10, Autumn Excursion No. 13.
WEDNESDAY, Sept. 17, Autumn Excursion No. 17.
WEDNESDAY, Sept. 24, Autumn Excursion No. 19.

At Profile House. Leave Profile House at 3.25 P. M. *via* Profile & Franconia Notch Railroad, and proceed *via* Bethlehem Junction and the Concord & Montreal Railroad to Fabyan's, and thence *via* Mount Washington Branch to Base station; leave Base station at 5.15 P. M., arriving at summit of Mount Washington, *via* Mount Washington Railway, at 6.30 P. M.; stay at Mount Washington Summit House.

THURSDAY, Sept. 11, Autumn Excursion No. 13.
THURSDAY, Sept. 18, Autumn Excursion No. 17.
THURSDAY, Sept. 25, Autumn Excursion No. 19.

Leave summit of Mount Washington 7.00 A. M. *via* Mount Washington Railway, and arrive at Mount Pleasant House 8.45 A. M., and Crawford House 9.02 A. M.; in the afternoon carriage ride to the summit of Mount Willard.

NOTE. — Passengers can exercise their own preferences as to remaining over night at the Mount Pleasant House, the Fabyan House, or the Crawford House, if timely notice is given.

FRIDAY, Sept. 12, Autumn Excursion No. 13.
FRIDAY, Sept. 19, Autumn Excursion No. 17.
FRIDAY, Sept. 26, Autumn Excursion No. 19.

Leave Crawford House, *via* the Maine Central Railroad, 9.27 A. M., and proceed through the White Mountain Notch; arrive at North Conway 10.35 A. M.; stay at the Kearsage House; carriage ride to Conway, and from thence back to North Conway, on the west side of the river, visiting Echo Lake, Cathedral Ledge, Diana's Baths, and other points of interest.

SATURDAY, Sept. 13, Autumn Excursion No. 13.
SATURDAY, Sept. 20, Autumn Excursion No. 17.
SATURDAY, Sept. 27, Autumn Excursion No. 19.

Leave North Conway, *via* Boston & Maine Railroad, Northern Division, 7.20 A. M.; arrive in Boston (station of Eastern Division of Boston & Maine Railroad, Causeway street), 1.15 P. M.

The price of tickets for the round trip from Boston back to Boston is THIRTY-TWO AND A HALF DOLLARS. This sum includes all transportation by rail and stage; carriage rides up Mount Willard and at North Conway; visits to the Pool, Flume, etc.; board and meals at the Pemigewasset House, Profile House, Mount Washington

Summit House, Mount Pleasant, Fabyan, or Crawford Houses, and Kearsarge House; all transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, TWENTY DOLLARS.

Return railway tickets are good from the Crawford House for thirty days.

Tickets must be taken on or before Saturday, September 6, for Excursion No. 13, Saturday, September 13, for Excursion No. 17, and Saturday, September 20, for Excursion No. 19 — three days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington Street (opposite School Street), Boston, Mass.

SUMMER EXCURSION NO. 15, 1890.

Leaving Boston Tuesday, September 9, and Returning Friday, September 19.

An Eleven Days' Trip through the

ADIRONDACK MOUNTAINS,

And to Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland (Vt.), etc. Incidental visits to Elizabethtown, Keene Valley, Beautiful Lake Placid, (the Gem of the Adirondack Lakes), and Adirondack Lodge.

Price of Tickets (all Traveling Expenses Included) - - - $60.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

No. 15 in our list of summer trips includes the round of travel described in connection with Nos. 5 and 14, and six days additional in the Adirondack Mountains, in accordance with the itinerary of tour No. 11.

The party will leave Boston Tuesday morning, September 9, and proceed to Saratoga by the Hoosac Tunnel line, arriving there in the afternoon. Wednesday will be passed at Saratoga; Congress Hall, one of the largest and finest of the great summer hotels, being our headquarters. In the morning between the hours of 9.00 A. M. and 1.00 P. M. there will be a carriage ride.

Leaving Saratoga by the Delaware & Hudson's Canal Company's Railroad Thursday morning, the party will journey by rail to Lake George *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the fine steamers of the Cham-

plain Transportation Company. The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Dinner will be served on board the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain as far as Westport, from whence a stage transfer will carry us to Elizabethtown. We remain at The Windsor, in that romantic town, through Friday and until Saturday morning. Leaving then by stage, we penetrate the beautiful mountain region, crossing the foot of the Keene valley, and reaching the shores of lovely Lake Placid in the afternoon.

Three days will be devoted to this charming resort, the party making the Grand View House and the Mirror Lake House its headquarters; and there will be ample opportunities for fishing, boating, and other sports. On one of the days there will be an excursion to Adirondack Lodge, one of the most romantic retreats in this picturesque region.

Leaving Lake Placid by stage Wednesday, September 17, we proceed to Saranac Lake, reaching the lake station in time to take the train for Plattsburg over the Chateaugay Railroad. From Plattsburg the party will proceed over the Delaware & Hudson Canal Company's Railroad to Port Kent, and thence by railway to the Lake View House. Thursday forenoon will be devoted to an inspection of the wonders of the celebrated chasm.

Leaving the Lake View House at 3.00 P. M. on Thursday, the party will proceed by railway to Port Kent, three miles distant, and thence by steamer across Lake Champlain to Burlington, Vt., where the night will be passed at the Van Ness and American Houses. Friday will be devoted to the homeward journey *via* the Central Vermont Railroad route.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, September 9.— Leave Boston from the Fitchburg Railroad station, Causeway street, at 11.30 A. M. On arrival at the station members of the party should check their baggage to Saratoga *via* the Hoosac Tunnel line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol 2.30 P. M.; dinner at the station dining-rooms; arrive at Saratoga 7.25 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 10.— At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, September 11.— Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; go on board steamer "Vermont," Captain George Rushlow; dinner on board steamer "Vermont;" arrive at Westport, N. Y., 3.30 P. M.; thence by stage to Elizabethtown, arriving about 5.30 P. M.; stay at The Windsor, O. Kellogg, proprietor.

FRIDAY, September 12.— At Elizabethtown.

SATURDAY, September 13.— Leave Elizabethtown by stage at 7.00 A. M.; dinner at Cascade House, Cascadeville, Weston & Otis, proprietors; arrive at Lake Placid in the afternoon; stop at the Grand View and Mirror Lake Houses, Isham Brothers, proprietors.

SUNDAY, September 14.— At Lake Placid.

MONDAY, September 15.— At Lake Placid. Carriage ride to Adirondack Lodge, Henry van Hoevenbergh, proprietor, visiting John Brown's grave on the way; dinner at Adirondack Lodge, and return to Lake Placid.

TUESDAY, September 16.— At Lake Placid.

WEDNESDAY, September 17.— At Lake Placid. Leave Lake Placid by stage at 1.00 P. M.; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.45 P. M.; arrive at

Plattsburg 6.55 P. M.; thence by Delaware & Hudson Canal Company's Railroad to Port Kent, and by the Keesevilie, Ausable Chasm & Lake Champlain Railroad from that point to Lake View House, Ausable Chasm.

THURSDAY, September 18.— At Lake View House, Ausable Chasm. Visit the chasm, taking boats a portion of the way through and carriages back to the hotel; leave Lake View House by railway at 3.00 P. M.; connect with steamer at Port Kent, and leave there at 3.45 P. M.; arrive at Burlington, Vt., 4.30 P. M.; to the Van Ness and American Houses.

FRIDAY, September 19.— Leave Burlington, *via* Central Vermont Railroad, at 8.10 A. M.; dinner at Bellows Falls; arrive in Boston at 5.42 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Elizabethtown, Lake Placid, Ausable Chasm, and Burlington, Vt.; incidental meals at Athol, Mass., on steamer "Vermont," at Adirondack Lodge, at Ray Brook House, and at White River Junction; carriage rides at Saratoga, Lake Placid, and Ausable Chasm; excursion by boat through Ausable Chasm; admission fee at Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

The tickets returning from Lake Placid will be good for thirty days.

Tickets for the excursion must be taken on or before Friday, September 5, four days previous to the date of leaving Boston.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

SUMMER EXCURSION NO. 16, 1890.

Leaving Boston Tuesday, September 9, and Returning Saturday, September 20.

By the Hoosac Tunnel Line to Albany, and thence to

TRENTON FALLS,

The Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Falls of Montmorenci, Lake Memphremagog, and the White Mountains. A Twelve Days' Trip to some of the most Attractive Points of Interest in New York, Canada, and New England.

Price of Tickets (all Traveling Expenses included) - - - $70.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

THE sixteenth of our summer trips is similar to No. 12, except that the party will leave Boston Tuesday morning, September 9, and proceed to Albany by rail. The route is through a picturesque section of Western Massachusetts and the adjacent part of New York. The valleys of the Miller, the Deerfield, and the Hoosac, as well as the famous tunnel itself, are passed through. From Johnsonville the party will go to Troy, and from thence through to Albany, six miles distant.

The party will pass the night at The Kenmore, in Albany (the same as No. 12), and there will be a daylight ride over the New York Central & Hudson River Railroad to Utica, and thence to Trentor. Falls over the Utica line of the Rome, Watertown & Ogdensburg Railroad. Trenton Falls will be reached Wednesday noon. As Moore's Hotel is to be made a sojourning-place until Thursday noon, there will be ample time for an inspection of the falls and their picturesque surroundings. Leaving this region Thursday by rail, we shall proceed to Clayton, and there connect with the steamer for Alexandria Bay. After a short but most delightful trip through the Lake of the Thousand Islands, as this section of the St. Lawrence River is called, the hotels at Alexandria Bay will be reached at 6.10 P. M. Friday will be passed at this delightful resort, the party staying at the Thousand Islands House.

Saturday will be devoted to the magnificent trip down the St. Lawrence River and through the Rapids to Montreal. This voyage occupies the entire day, and includes the passage of all the rapids, including the Long Sault, the Cedars, the Split Rock, and the Lachine.

Sunday and Monday will be passed in Montreal, with headquarters at the elegant Windsor Hotel. Monday morning there will be a carriage ride to the various points of interest in and near the city. This excursion will include visits to the summit of Mount Royal and to the Grey Nunnery. Leaving Montreal Monday evening by steamer, the party will descend the noble St. Lawrence River 180 miles farther, to Quebec. The latter city will be reached Tuesday morning. Tuesday and a large part of Wednesday will be passed in the old French capital, which is a never-failing source of delight to the stranger, on account of its unique character and its many interesting historic associations. The visitors will make their headquarters at the St. Louis Hotel and the Russell House (both establishments are under the same manage-

ment), and there will be a carriage ride to the Plains of Abraham, the Falls of Montmorenci, and the various places of interest in and about the city.

Leaving Quebec after dinner on Wednesday, the party will proceed over the Quebec Central Railway to Sherbrooke, and thence over the Passumpsic Division of the Boston & Lowell Railroad system to Newport, Vt. The famous Memphremagog House will be a sojourning-place through Thursday, and a steamboat excursion on the beautiful lake will be made a feature of the stay.

The party will leave Newport Friday morning, September 19, and proceed to the Fabyan, Mount Pleasant, and Crawford Houses, the passengers having an option in their selection of a sojourning-place. Saturday will be devoted to the homeward journey from the mountains, Boston being reached at 3.30 P. M. The railway ride from Boston to Albany, and thence through to Clayton, N. Y., will be in Wagner drawing-room cars.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, September 9.— Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel line, 11.30 A. M. in Wagner drawing-room cars. On arrival at the station members of the party should check their baggage to Albany. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol, Mass., 2.30 P. M.; dinner at the station dining-rooms; arrive at Troy 6.55 P. M. and at Albany 7.25 P. M.; omnibus transfer to The Kenmore.

WEDNESDAY, September 10.— Leave Albany, *via* New York Central & Hudson River Railroad, at 8.25 A. M. in drawing-room cars; arrive at Utica 11.40 A. M.; leave Utica, *via* Utica line of Rome, Watertown & Ogdensburg Railroad, at 12.15 P. M.; arrive at Trenton Falls 12.55 P. M.; stage transfer from the station to Moore's Hotel.

THURSDAY, September 11.—Stage transfer from Moore's Hotel to the station, and leave Trenton Falls, *via* Rome, Watertown & Ogdensburg Railroad, at 12.55 P. M.; arrive at Clayton 4.55 P. M., and there connect with steamer for Alexandria Bay, arriving at the latter place at 6.10 P. M.; stay at the Thousand Islands House.

FRIDAY, September 12.—At Alexandria Bay.

SATURDAY, September 13.—Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal, 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

SUNDAY, September 14.— In Montreal.

MONDAY, September 15.— In Montreal. Carriage ride in the forenoon, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by boat for Quebec; stateroom berths furnished.

TUESDAY, September 16.—Arrive at Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House; carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governer's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, September 17.—At Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 1.30 P. M. leave by said line; supper at Sherbrooke; thence over the Passumpsic Division of the Boston & Lowell system to Newport, Vt., arriving at 10.20 P. M.; stay at the Memphremagog House.

THURSDAY, September 18.—At the Memphremagog House. Steamboat excursion on Lake Memphremagog during the afternoon.

FRIDAY, September 19.— Leave Newport at 7.10 A. M. *via* Boston & Lowell system of the Boston & Maine Railroad; from Wells River *via* Concord & Montreal Railroad; arrive at Fabyan House 12.00 M., at Mount Pleasant 12.05 P. M., and at the Crawford House 2.03 P. M. Passengers can have the option of stopping at the Fabyan, Mount Pleasant, or Crawford Houses.

SATURDAY, September 20.— Leave Fabyan's 9.15 A. M.; Mount Pleasant House at 9.17 A. M., and Crawford House at 9.27 A. M.; arrive at Wolfeboro' Junction 12.15; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station on Causeway street) 3.30 P. M.

The price of tickets for the excursion will be SEVENTY DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route;* Wagner drawing-room car seats from Boston to Albany, and thence through to Clayton; stateroom berths between Montreal and Quebec; omnibus and carriage transfers at Albany, Trenton Falls, Montreal, and Quebec; carriage drives at Montreal and Quebec; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

The return tickets from Newport to Boston will be good for thirty days.

Tickets for the excursion must be taken on or before Friday, September 5.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

AUTUMN EXCURSION NO. 18, 1890.

Leaving Boston Monday, September 22, and Returning Tuesday, October 7.

New York, Philadelphia, Baltimore,

THE BATTLE-FIELD OF GETTYSBURG,

Blue Mountain House, Chesapeake Bay,

The Hygeia Hotel, Old Point Comfort, Fortress Monroe,

Richmond, the James River Valley, the NATURAL BRIDGE, LURAY CAVERNS, The Shenandoah Valley, Harper's Ferry, and WASHINGTON, D. C. A Grand Tour of Sixteen Days through some of the most Historic and Picturesque Sections of Pennsylvania, Maryland, Virginia, and West Virginia.

The Journey from Jersey City to Baltimore and from Washington to Jersey City to be made in Pullman Palace Cars.

Price of Tickets (all Traveling Expenses Included) - - - $85.00.

Price of Tickets for Children between the ages of 5 and 12 years, $50.00.

THE eighteenth excursion in our autumn list of tours forms a varied and delightful round of travel. The great battle-field of Gettysburg, Chesapeake Bay, Old Point Comfort and the region around Fortress Monroe, Richmond, the great Natural Bridge of Virginia, the wonderful caverns of Luray, Harper's Ferry, and Washington go to make up the remarkable list of places to be visited. For hundreds of miles the route lies through a region rich in associations connected with our country's early history,

and with the late war. Scores of battle-fields, besides that of Gettysburg, are scattered along the way.

Leaving Boston Monday afternoon, September 22, at 3.40, from the station of the Old Colony Railroad, Kneeland street, the party will proceed to Fall River by rail, and from thence to New York by one of the splendid steamers of the Fall River line. The evening sail down Mount Hope and Narraganset Bays is always an enjoyable feature by this route; and, when darkness approaches, the passengers can have recourse to the entertainment furnished within the gorgeons saloon in the form of an orchestral concert. The approach to New York in the morning is another pleasant experience. In no other way can so fine a view be had of the great city and its interesting surroundings. After breakfast on board the boat, there will be a transfer to Jersey City, where a train will be taken on the Bound Brook route at 9.12 A. M.

This line — made up between New York and Philadelphia of the Central New Jersey and the Philadelphia & Reading Railroads, with the extension of the Baltimore & Ohio Railroad beyond Philadelphia — constitutes a new, direct, and expeditious route from the metropolis through to Baltimore, Washington, and the West, as well as to Philadelphia. With a road-bed unsurpassed by any in the country, an equipment that cannot be excelled, and a prompt, safe, and efficient service, the Bound Brook line deservedly holds a foremost place in the estimation of the traveling public. We traverse a picturesque section of New Jersey and Pennsylvania, passing through Elizabeth, Plainfield, Bound Brook, and several other populous places, and also several towns of historic interest in connection with the events of the Revolutionary period. At Yardley we cross the Delaware River, here a wide stream, on a high and commanding bridge. Reaching the suburbs of Philadelphia, we go partly around the city in place of entering it at once, and approach the Baltimore & Ohio Railroad station

(Chestnut and Twenty-fourth streets) through a section of Fairmount Park. Continuing from Philadelphia over the tracks of the Baltimore & Ohio Railroad, we pass through Chester, Wilmington, Newark, and Havre de Grace, crossing the Susquehanna at the latter point by a magnificent and costly bridge, from which an extended view of the river and country is had. The Camden station, in Baltimore, will be reached at 2.05 P. M., and dinner will be served at the station dining-rooms before a transfer is made to the Fulton station of the Western Maryland Railroad. Taking a train on the latter road at 3.33 P. M., we traverse a pleasant section of Maryland and Pennsylvania, to Gettysburg, about seventy miles distant. Arriving at Gettysburg soon after six o'clock, the party will proceed to the Eagle Hotel. The succeeding day will be passed in an inspection of the battle-field. Carriages will be furnished by the Ziegler & Holtzworth stables for an extended round of the field.

The battle of Gettysburg, one of the greatest struggles at arms of our national conflict, occurred July 1, 2, and 3, 1863. Shortly after the sanguinary defeat of the National army at Chancellorsville, Va. (May, 1863), General Lee advanced rapidly into Maryland and Pennsylvania at the head of a compact army, the flower of the southern troops. The towns in the Cumberland valley fell in succession before the invading host, and consternation spread through the neighboring country. The army of the Potomac, which had been endeavoring to cover the cities of Washington, Baltimore, and Philadelphia, uncertain of the enemy's purposes, was drawn together to impede the progress of General Lee, and the clash of arms took place here. The battle was terrific, and its evidences are still visible. The Confederates for a time seemed masters of the ground; but the fight had a victorious ending for the National troops, with a great loss in killed and wounded on both sides. The number of men engaged is variously estimated, but the best accounts give 80,000 Nationals and 70,000 Confed-

erates. Some claim that 100,000 Nationals and 91,000 Confederates were engaged. The National loss in the three days' battle was 2,834 killed, 13,733 wounded, and 6,643 missing. The Confederate loss was 18,000 killed and wounded, and 13,620 prisoners. The Soldiers' National Cemetery contains several thousand bodies, eighteen northern States being represented. The National monument, an imposing memorial of Westerly granite, sixty feet high, stands in the centre of the lines of the dead. It is crowned by a colossal marble statue of Liberty, and there are four buttresses bearing colossal statues of War, History, Peace, and Plenty. On the base of the monument are some of the grand words of President Lincoln, delivered here in November, 1863. Near the entrance to the cemetery is a semi-colossal bronze statue of Major-General Reynolds, who was killed while leading the First Corps in the battle. There are many monuments scattered over the battle-field, marking the chief positions of the different bodies of troops or the spots where prominent officers fell. There are, altogether, over 400 monuments and markers, Pennsylvania troops alone having 82 for infantry, 11 for cavalry, 6 for artillery, and 9 for its reserves. New York has 71 for infantry, 8 for cavalry, and 15 for artillery. Massachusetts follows with 23 for infantry, 1 for cavalry, and 5 for artillery. Ohio comes next with 24 monuments and markers. Aside from Massachusetts, New England is represented as follows: Maine — 12 infantry, 1 cavalry, and 4 artillery; New Hampshire — 4 infantry and 1 artillery; Vermont — 4 infantry and 1 artillery; Rhode Island — 1 infantry and 5 artillery; Connecticut — 8 infantry and 1 artillery. Some of the monuments are very beautiful.

The ride about the battle-field will afford a comprehensive view of the prominent points connected with the great events of the conflict, and the visitors will have the advantage of the companionship of Captain Long, the well-known guide, whose familiarity with the field and succinct and accurate explanations of the movements of the

two armies serve to make the tour of Gettysburg intensely interesting. On leaving Gettysburg we proceed by the new line of the Western Maryland Railroad across the mountains to Highfield, Pen-Mar, and the Blue Mountain House.

The road ascends a steep grade to Monterey Gap, at one time describing a great "Horseshoe Bend," and the views at many points along the route are very picturesque. Pen-Mar is a noted picnic resort in the mountains, which derives its name from the first syllables of the two States on the borders of which it lies.

A mile beyond Pen-Mar, and upon the west slope of the Blue Mountain, we are at our destination — the commodious and elegant Blue Mountain House. Perched upon the mountain-side, some 1,500 feet above the sea, the visitor gains a magnificent view of Cumberland valley, with far-away glimpses of the Potomac and Shenandoah valleys. High Rock, which is easily accessible from the hotel, is 500 feet higher, or 2,000 feet elevation from the sea level; and it is said the view from that point embraces 2,000 square miles of territory. The scene is magnificent beyond all description. Thousands of farms and numerous towns and villages are in sight, the broad Cumberland valley being spread out before the beholder as if on a map. Among the large places seen are Hagerstown and Waynesboro'. Mount Quirauk (2,400 feet high), Brinkwood, and Ragged Edge are among the other points of interest in the vicinity.

Leaving the Blue Mountain House Thursday afternoon, we shall return to Baltimore over the Western Maryland Railroad, but by a different route than the one by which we came. We shall reach Baltimore in time to connect with the Bay line steamer for the voyage down Chesapeake Bay. The distance from Baltimore to Old Point Comfort is about 160 miles, and the voyage affords a good night's rest to the passengers. The Bay line has long been celebrated among tourists and travelers, not only for the attractiveness of its route and its thoroughly excellent management, but also on

account of the choice table provided for its passengers. The boats are large and commodious, and supply every possible comfort. This route connects Baltimore and Norfolk (with Old Point Comfort as an intermediate landing), and forms an important link for northern and southern travel *via* the Norfolk & Western, the Chesapeake & Ohio, and other great southern and western railway lines. Both supper and breakfast will be provided on the steamer, and stateroom berths will also be furnished.

The steamer will reach Old Point Comfort at 7.00 A. M., and the approach thereto affords a grand view of Fortress Monroe. The party will take up its abode at the gigantic Hygeia Hotel, which is situated near the landing-place. At this celebrated resort we shall remain through Friday and Friday night. Old Point Comfort was thus designated by Captain John Smith and his companions in one of their early voyages of exploration about Chesapeake Bay, when, after tempestuously tossing in a little shallop in the outer bay, they found a haven here; and many another mariner has discovered that it is no misnomer. Mr. Phœbus, the founder of the magnificent Hygeia Hotel, and his worthy successor, Mr. Pike, have certainly done their part towards giving all due significance to the name. The hotel is one of the largest in the country (having accommodations for over 1,000 guests), and one of the most fashionable, drawing its visitors from both the North and the South. It enjoys the distinction of being both a summer and winter resort, the temperature being cool in summer and warm in winter. The Gulf Stream, which flows quite near the coast of Cape Henry and Cape Charles, is the great equalizer. Fortress Monroe, the largest fortification in the United States, is less than 100 yards from the hotel, which, in fact, is on the government reservation. Near at hand are Chesapeake City and the ancient town of Hampton, together with the National Home for Disabled Volunteer Soldiers (southern branch), the Hampton Normal and Agricultural Institute (the noble institution

conducted under the direction of General S. C. Armstrong for the education of colored and Indian youth), a national cemetery, and an ancient church. Fortress Monroe covers about eighty acres, its form being that of an irregular hexagon, two sides of which look out upon the water, while four command the land approaches. A moat, from 75 to 150 feet wide, extends around the entire work. There are numerous finely shaded walks within the fort. The museum is open from 10.00 to 12.00 A. M. and from 1.00 to 5.00 P. M. Guard-mounting takes place at 8.30 A. M., and dress parade half an hour before sunset. Opposite Fortress Monroe is the artificial island known as the Rip Raps, where Fort Wool (formerly Fort Calhoun) remains uncompleted. As is well known, Fortress Monroe was of great importance to the Union cause during the late war. There was probably a fort of some kind here in the early colonial times. The present work was begun in 1817, and up to the outbreak of the Rebellion had cost the government $2,500,000. The late Jefferson Davis was a prisoner here for some time.

A carriage drive has been arranged, with a visit to the Soldiers' Home, the Hampton Normal Institute, and other points of interest. A splendid shell road leads from the point to the several institutions and to Hampton. The National Home for Disabled Volunteer Soldiers occupies a beautiful site by the water-side, and the grounds are laid out very handsomely. There are about 1,350 inmates at the present time. The main building was the Chesapeake Female College before the war. There are a number of fine buildings devoted to the use of the soldiers, including, of course, a well-filled hospital. There are also a billiard-room, theatre, and other means of amusement, library, reading-room, etc., and a well-organized steam fire department. The dining-room will accommodate 1,000 men at a sitting. The institution has a very useful adjunct in the shape of a well-tilled farm of 150 acres.

The National Cemetery, which will next be visited, is situated between the Home and the Normal School grounds. There are 5,674 Union and Confederate dead buried here. A granite obelisk, sixty-five feet in height, rises in the centre of the grounds, and there is a chapel where the lamented Garfield delivered his last public address, about a month before he was assassinated.

We shall next direct our attention to the Hampton Normal and Agricultural Institute. This is not a government institution, but the outgrowth chiefly of private benevolence. Besides the home farm of 190 acres, there is a grain and grass farm of 600 acres about four miles from Hampton, which was given by Mrs. Hemenway, of Boston. Of the dozen or more edifices there are Virginia Hall, built partly through the efforts of the Hampton students in a three years' concert tour; the Stone Memorial Building, given by Mrs. Valeria Stone, of Malden, Mass., and containing a well-appointed printing-office and other work-rooms; the Huntington Industrial Works, erected through the munificence of Mr. C. P. Huntington; Academic Hall; the Wigwam; Winona Lodge, etc. The school was opened in 1868, and Indian students were admitted in 1878. After graduation the students become teachers, and the demand for their services exceeds the supply. The school is under the direction of General S. C. Armstrong, who is aided by a faithful corps of teachers and workers. Near the Institute buildings, and in reality a part of the institution, is the Butler Schoolhouse, built at the time of the war by General Butler for the education of the "contrabands."

To reach the town of Hampton we cross a creek. The famous Captain John Smith found an Indian village here, called Kecoughtan, in 1607, and for a long time the white settlement bore the same name. One of the earliest engagements of the Revolutionary war was the successful defence of the town against the attack of the British fleet. In

1813 it was captured by the British and given over to pillage. In August, 1861, the Confederate General Magruder ordered its destruction, to prevent it from falling into the hands of the Union troops. Every house except five was burned. The walls of the old church (built between 1658 and 1660, to take the place of a still older place of worship) were left standing, and the edifice was rebuilt. The town now contains about 4,000 inhabitants, most of them colored.

Leaving Old Point Comfort Saturday morning, by the Chesapeake & Ohio Railway, we shall proceed *via* Hampton, Newport News, and Williamsburg to Richmond, seventy-five miles distant, arriving there at 11.20 A. M. There will be an omnibus transfer from the station to Ford's Hotel, which will be our headquarters until Monday morning.

Richmond, the capital of Virginia and one of the most beautiful and flourishing cities of the South, was settled as early as 1609 by a body of colonists sent out from Jamestown, incorporated in 1742, and became the seat of government in 1779. In the war of the Rebellion it became the seat of government of the Confederacy; and the "White House" occupied by President Jeff Davis, now a public school building, may be seen at the corner of Clay and Twelfth streets. Numerous other Confederate landmarks still exist about the city. The Capitol Park, containing, besides the Capitol and Governor's mansion, several beautiful statues, is in close promimity to Ford's Hotel. A handsome monument, surmounted by a statue of General Robert E. Lee, was unveiled at a park on Franklin street, March 29, of the present year.

Saturday afternoon there will be a carriage ride, in the course of which the prominent points in the city and its vicinity will be visited. Among the many places and objects of interest in Richmond and its neighborhood are the following: —

The State Capitol, upon the brow of Shockoe Hill, and surrounded by a beautiful park containing statues, fountains, and pleasant walks. This building possesses great historic interest, since it has been used, not only for the meetings of the General Assembly of Virginia, but also for those of the Congress of the Confederate States. In the rotunda are Houdon's celebrated statue of Washington and Hart's statue of Clay, lately removed from a pavilion in the park.

The State Library, containing about 30,000 volumes, occupies a part of this building.

Monuments and Statues in Capitol Square.—The Washington Monument (designed by Thomas Crawford), surmounted by a large equestrian statue, is northwest of the Capitol. It is one of the most beautiful monuments in the country. On pedestals below the statue of Washington are statues of Thomas Jefferson, Patrick Henry, George Mason, John Marshall, Andrew Lewis, and Thomas Nelson, and a number of allegorical groups. A fine bronze statue of Stonewall Jackson, by Foley (presented to the State by an association of English gentlemen), stands near the Capitol.

The Governor's House, in the northeast corner of Capitol square.

The Jeff Davis Mansion, the "White House" of the Confederacy, now the Central Public School, corner of Clay and Twelfth streets.

General Lee's residence, No. 707 Franklin street, between Seventh and Eighth streets. The Lee Monument is also on Franklin street.

St. John's Episcopal Church, on Church Hill, corner Broad and Twenty-fourth streets. It was in this edifice that the Virginia Convention met in 1775 to decide the action of the colony, an occasion that led to Patrick Henry's celebrated speech containing the words "Give me liberty or give me death."

Monumental Church (upon the site of the old Richmond Theatre, destroyed by fire in 1811), Broad street, between Twelfth and College streets.

The Medical College, in rear of Monumental Church.

Old Stone House (the oldest edifice in Richmond), north side of Main street, between Nineteenth and Twentieth streets.

Post Office and Custom House, Main street, running back to Bank street between Tenth and Eleventh streets Occupied during the war by the Treasury department of the Confederacy.

Military Prisons.—Libby Prison formerly stood at the corner of Carey and Twentieth streets. Castle Thunder, which formerly stood on the north side of Carey street, between Eighteenth and Nineteenth streets, was destroyed by fire a few years ago. Castle Lightning, on Lumpkin's Alley, between Broad and Franklin and Mayo and Sixteenth streets, was a prison for slaves before the war. Belle Isle, in the James River, near the Tredegar Iron Works, was used as a prison camp at the time of the war.

CEMETERIES. — Hollywood is situated on the western outskirts of the city, and is one of the most picturesque burial places in the country. There is a large granite monument in the form of a pyramid which was erected in honor of 12,000 Confederate soldiers who lie buried here; and many distinguished sons of Virginia, including Presidents Monroe and Tyler, have also found here their last resting-places. In Oakwood, 4 miles east of the city, 17,000 Confederate soldiers are buried. The National Cemetery, which contains the graves of many thousands of Union soldiers, is about two miles from the city on the Williamsburg road.

Monday morning there will be an omnibus transfer from the hotel to the station of the Chesapeake & Ohio Railway, and at 9.00 A. M. we shall leave by said line for a journey up the James River valley to the western section of the "Old Dominion." The distance to Natural Bridge station is 181 miles, and all the way the railway winds through the picturesque valley. A station bearing the quaint name of "Maiden's Adventure," thirty miles from Richmond, brings to mind an incident of the last century. The daughter of a pioneer who lived on the site of Goochland Court House, a mile distant from here, learned that the Indians intended crossing the river, which at this point is very deep, to massacre a number of the settlers. She determined to give them warning. She was alone at the time, her father having gone over the river to visit the settlers. Braving everything, she plunged into the muddy and deep water, and, after a hard struggle, reached the south side. Barefooted, she walked through briar and thistle to carry the tidings. She accomplished her mission, and saved the lives of many brave men. Ever since then this spot has been called Maiden's Adventure.

Lynchburg, 147 miles from Richmond, is a city of about 15,000 inhabitants. Like the capital of the Old Dominion, it is set upon a hill, or rather on a group of hills. It is an important railway centre and also a busy manufacturiug point, sixty tobacco

factories, two iron furnaces, and flouring mills being numbered among its industria establishments. West of Lynchburg the valley contracts and the hills assume a more rugged aspect. The river breaks through the Blue Ridge at Balcony Falls, three miles east of the Natural Bridge station. Beside the river for much of the way is the old dismantled James River and Kanawha Canal. There will be a short stage ride to the Natural Bridge Hotels, where we are to remain until Tuesday afternoon.

The Natural Bridge certainly deserves to be classed among the greatest wonders of our country, and yet it is one of which northern tourists know but little, except from the pictures in their old geographies. The bridge itself is a stupendous arch of limestone, spanning a deep cañon through which flow the waters of Cedar Creek. A road passes over it, and the traveler might cross the bridge many times without being aware of the fact that a stream rolls beneath him under a gigantic archway. The span is about sixty feet, and the height of the bridge above the water 215¼ feet. The arch is forty-nine feet thick in one place and thirty-seven feet in another. The best plan is to first view the wonder from the parapet above,—a point near Pulpit Rock furnishing the best means of this,—and then go down through the park to the level of the stream. Descending by a steep path, beside a series of pretty cascades, the visitor will notice, about a third of the way down, some gigantic arbor vitæ trees, one of which, with a circumference of eighteen feet, and estimated to have been 1,500 years old, has lately fallen. Reaching nearly the bottom of the ravine, a sudden turn in the path reveals the gigantic arch in all its majesty. The height is so great that the trees appear scarcely more than shrubs, while human beings are dwarfed to pigmies. This vast wonder impresses the beholder more and more, the longer he gazes upon its grand proportions, in the same manner that Niagara, the Yosemite Falls, the Cañon of the Yellowstone, and the Grand Cañon of the Colorado grow in grandeur. A pathway

leads under and through the bridge, and it is a curious study to watch the changed aspects of the arch from different standpoints. There are of course many tales of strange adventure connected with the locality. The partly obliterated letters "G. W." are seen upon the face of the wall, where George Washington himself carved them when he was on a surveying expedition for Lord Fairfax. Hundreds of other names also appear, many of them being in still loftier niches. Directly overhead, on the highest part of the arch, and formed by a discoloration of the rock, is a gigantic spread eagle, and underneath is a very fair representation of a crouching lion. The French engineers who made the first surveys and measurements of the bridge, toward the close of the Revolutionary war, observed the picture of the eagle with wonder, and in their printed report drew from it a happy augury for the success of America. A grand effect is produced by illuminating the bridge. A spectacle of this nature has been arranged for the evening of our visit. A ramble through the glen above the bridge is very delightful. An excellent path leads up between the great rock walls about two miles to Lace Water Falls; and on the way are Saltpetre Cave — where in the 1812 war, and again in the war of the Rebellion, nitre was obtained for use in manufacturing powder — and the Lost River, a subterranean stream of pure, cold water, which has been reached by blasting a low archway in the cañon walls. There is everywhere a great profusion of vegetation, and among the trees are many varieties strange to northern eyes. The tract of land embracing the bridge was once owned by Thomas Jefferson. It is now included in the princely estate of Colonel H. C. Parsons, who has converted some 2,000 acres into a great natural park. Roadways for ten miles or more have been built; but, beyond making the various points of interest accessible to the lovers of nature, not a tree, shrub, or flower has been displaced. The rules for their preservation are quite strict, but every visitor will cheerfully observe them, if he desires

to see perpetuated one of the grandest natural parks in America. In a single day a party of botanists collected and clasified forty-two varieties of wild flowers in the glen — more than they had found during the entire winter in Florida. Among the pleasant drives which may be taken in the vicinity is one to the summit of Mount Jefferson. The Natural Bridge itself is in the mountains some 1,600 feet above the sea level, and this added height gives a magnificent prospect of the surrounding mountains and many distant peaks.

The Natural Bridge Hotels, where the party will make its headquarters, comprise four principal buildings; viz. Forest Inn, the Appledore, the Pavilion, and Bachelors' Lodge, with several cottages.

Leaving the Natural Bridge by stage Tuesday, after dinner, the party will be conveyed to the station of the Shenandoah Valley Railroad, where cars will be taken for Luray, Va., 110 miles distant. The route northward is through a picturesque mountain region. The road follows a fork of the James River thirteen miles to Loch Laird. At Natural Bridge station we are 760 feet above the sea; and at Lofton thirty-six miles north, the divide between the watersheds of the James and the Shenandoah, where the road crosses a spur of the Blue Ridge, the elevation is 1,785 feet. From this point we descend to the South Fork of the Shenandoah, upon which Luray is situated, passing through Waynesboro', Port Republic, Elkton, Milnes, and other small towns before our destination is reached.

The Luray Inn, which will be made our halting-place from Tuesday evening until Thursday morning, is a large and picturesque structure, situated upon a hill near the railroad, with a magnificent outlook upon the town, the valley, and the mountains. "Stony Man," one of the loftiest peaks of the Blue Ridge, is a few miles east of Luray, and the long crest of Massanutten Mountain, which divides the great valley of Vir-

ginia, forms a giant wall in the west. The hotel has recently been enlarged, and now has accommodations for 300 guests. Wednesday will be devoted to the wonderful caverns, which are situated in a limestone hill near the Newmarket Pike, a little over a mile west of the hotel. Carriages will convey the party to the entrance.

The subterranean explorations will be made in little parties of convenient size, under the direction of experienced and careful guides. No change of dress is needed to enter the caves, but stout walking-boots or rubber shoes should be worn. Wraps should be discarded while walking about within the caverns, and had best be left at the entrance, as the temperature is uniformly at 56 degrees, Fahrenheit, and extra clothing is likely to cause discomfort. The interior is illuminated by electric lights, and the pathways have been made entirely safe. It was no longer ago than 1878 that the caverns were discovered; and Messrs. A. J. and W. B. Campbell, who were the first to enter, are now the superintendent and chief of guides respectively. It is impossible to give any adequate description of the wondrous sights unfolded to the vision of the visitor. Leaving the outer world and descending the stairway from the cave-house, he plunges at once into scenes which rival in fantastic beauty and splendor the fairy creations of the "Arabian Nights." A short walk brings one to Entrance Hall, an irregularly shaped room, thirty-five feet high and nearly 200 feet in diameter. One of the first objects to attract attention is Washington's Column, a fluted, massive stalagmite, about twenty feet in diameter and thirty feet high. Beautiful stalactites depend on every side. But this is only the vestibule of Stalacta's realm. The adornments of the cave, composed of lime-carbonate in the forms of stalactites, stalagmites, helictites, calcareous tufa, travertine, cave pearls, crystals, etc., are very profuse; and the most beautiful forms spring into being from the darkness on every side. At every turn queer shapes present themselves, grotesquely copying the forms of the outer world. Three avenues lead

from Entrance Hall. The main one leads to the vegetable garden and the fish market. The former is a space enclosed by a natural stalagmite border, and containing many bulb-shaped stalagmites resembling vegetable forms; and the latter presents on the side of a projecting wall hundreds of stalactites, imitating with wonderful yividness the appearance of rows of fish exposed for sale.

The Elfin Ramble is a low, open chamber, 600 feet long and 300 feet broad. In one part it is crossed by Pluto's Chasm, a rift 500 feet long, 75 feet deep, and from 10 to 50 feet wide. The bottom of the chasm may be reached, and a fine view of the Spectre, a tall, snow-white figure, is thus gained. Near by is Proserpine's Column. The Grotto of Oberon, the Bridal Chamber, Giant's Hall, the Cathedral, Hades, and the Round Room are beyond Pluto's Chasm on the one hand, and the Ball-room, Collin's Grotto, and Campbell's Hall on the other. These several departments contain innumerable objects of fantastic shape, and everywhere the walls and ceilings are flecked with the most beautiful formations. Among the objects of special interest are Titania's Veil, Diana's Bath, Frozen Fountain, Saracen's Tent, Fallen Column, Angel's Wing, Angel's Harp, Wet Blanket, Organ, Throne, Tower of Babel, Queen's Scarf, Lake Lee, Castles on the Rhine, Chapman's Lake, Henry-Baird Column, Frozen Cascade, and Chalcedony Cascade. The Fallen Column is a prostrate pillar 21 feet in length, and estimated to weigh 170 tons. Professor Porter, of Lafayette College, quotes a brother scientist as having said that this column was 7,000,000 of years in forming, and that it fell 4,000 years ago. Many of the objects, however, are of comparatively recent formation. It is estimated that under exceptionally favorable conditions a column one foot in diameter might be formed in 240 years. Words cannot picture the gorgeous splendors of this under-world as they are set forth in all their wonderful imagery under the glow of electric lights. Nature has

been lavish of her adornment of this subterranean palace, covering walls and ceilings with delicate, lace-like tracery and deft carvings. Illumined by strong electric rays, the wondrous beauty of all these strange creations is greatly heightened. The surfaces are varied in tint as well as in form, and the effect is bewilderingly magnificent.

Leaving Luray Thursday morning, we shall proceed northward on the Shenandoah Valley Railroad as far as Shenandoah Junction, where we change to the Baltimore & Ohio Railroad for the farther ride to Washington. We descend the valley of the South Fork of the Shenandoah to the main stream, which we cross at Riverton. It was near here that the battle of Front Royal, the first engagement of "Stonewall" Jackson's celebrated valley campaign, was fought. The station of White Post took its name from a post still to be seen, that was planted in colonial days to indicate the road to Greenaway Court, the residence of Thomas, the sixth Lord Fairfax. We cross the State line, from Virginia into West Virginia, just south of Ripon. Charlestown, the county seat of Jefferson county, is the first place of importance reached in the latter State. This town was so named in honor of Charles Washington, a younger brother of the general. Another brother, Samuel Washington, also resided near here. It was here, too, that John Brown was tried, convicted, and executed. The Court House may be seen east of the railroad.

Harper's Ferry is only a few miles east of Shenandoah Junction. The Potomac here seems to have forced its way through the Blue Ridge, and bold, lofty cliffs rise on either side. Bolivar Heights, which lie above the village; Loudon Heights, across the Shenandoah; and Maryland Heights, on the opposite shore of the Potomac, were occupied by forts and fieldworks during the war. These battle-mounds still remain and mark the scenes of severe fighting. The great national arsenal, which was formerly in operation here, has been replaced by a new one at Rock Island, Ill. It

was this establishment that was captured by John Brown and his twenty comrades, Oct. 16, 1859. "John Brown's Fort," as the old engine-house which formed their citadel is called, is seen from the cars, being quite near the station. At the beginning of the war of the rebellion the arsenal was destroyed to prevent its contents — 15,000 muskets and the costly aids to manufacture more — from falling into the hands of the Confederates. Harper's Ferry was occupied alternately by the national and the insurgent armies, and was always the scene of great strife. At one time nearly 12,000 Federal troops were taken prisoners. The battle of South Mountain (Sept. 14, 1862) took place about five miles from Harper's Ferry.

Resuming our journey over the Baltimore & Ohio Railroad, we proceed fifty-five miles farther, to Washington. The railroad crosses the Potomac at Harper's Ferry on a splendid iron bridge, and continues along the north bank to Point of Rocks, from whence it strikes across the centre of Montgomery county, Maryland, and through Rockville, the county seat, which is the chief place of importance on the Metropolitan Branch.

Washington will be reached shortly after 2.00 P. M., and there will be an omnibus transfer to Willard's. This hotel is at the corner of Pennsylvania avenue and Fourteenth street, running back to F street. Our stay in Washington will extend from Thursday afternoon until Monday morning. There will be a carriage ride Friday forenoon, to facilitate sight-seeing; and in the course of a three hours' round visits will be made to the following points: McPherson, Thomas, Scott, Farragut, and Rawlins squares, with their respective statues; the State, War, and Navy Departments; Corcoran Art Gallery; White House; Treasury Department; Washington Monument; Bureau of Engraving; Agricultural Buildings; Smithsonian Institution and National Museum; Botanical Gardens; Capitol; Navy Yard; Lincoln Park; County Court House; Post Office and Patent Office.

Washington has improved very greatly in appearance within the last decade, and is gradually becoming one of the most beautiful capitals in the world. Our visit will occur at a time when the city is very attractive to tourists. Visitors should ascend the Capitol dome or stand at the east front of that building, in order to study the magnificent plan of the city. Pennsylvania avenue, the principal thoroughfare, is about four and a half miles in length, but is twice broken — by the Capitol and again by the President's mansion. Massachusetts avenue is of the same length and unbroken. On its line are the finest circles and squares, and many of the most costly residences. The street system is entirely distinct from that of the avenues, which generally intersect the streets diagonally. The city is divided into four sections, denominated respectively Northeast, Northwest, Southeast, and Southwest, the Capitol forming the centre. The limits of the several sections are as follows: *Northeast* — East of North Capitol street and north of East Capitol street. *Northwest* — West of North Capitol street and north of the Mall, or Government Reservation No. 2. *Southeast* — East of South Capitol street, and south of East Capitol street. *Southwest* — West of South Capitol street and south of the Mall, or Government Reservation No. 2. The streets extending east and west are lettered, and those running north and south are numbered. The buildings are numbered upon the Philadelphia plan of an added hundred for each succeeding square or block. As the numbered and lettered thoroughfares are repeated in every instance where space permits, it is customary, in defining the location of any residence or point of interest, to add the initials of the proper section to the street designation, or, at least, the street divisions — E. or W. with the numbered and N. or S. with the lettered thoroughfares. An exception to this rule is the northwest section, which contains the main portion of the city. Where no initials are used, the northwest section is always implied. In directing letters to the hotel at which our party will

stop, for example, no further designation than the name of the house and "Washington, D. C.," is necessary, since it is situated in the northwest quarter of the city.

For full and comprehensive accounts of the various places of interest in and about the capital, see *Keim's Illustrated Handbook of Washington and its Environs* (price 75 cents); *Morrison's Strangers' Guide for Washington City* (price 25 cents); or *Roose's Companion and Guide to Washington and Vicinity* (price 25 and 50 cents, according to the style of binding).

The following are among the leading points of interest in Washington and its vicinity:—

The Capitol (upon Capitol Hill, and facing Pennsylvania avenue), with its many embellishments and works of art, and containing the two Houses of Congress and the Congressional Library. The Capitol is open every day except Sunday. The library is open from 9.00 A. M. until 4.00 P. M., and during the sessions of Congress until the hour of adjournment. The Senate Chamber is in the north wing, and the Hall of Representatives in the south wing. The National Hall of Statuary is between the Rotunda and the Hall of Representatives, and the Supreme Court on the opposite side of the Rotunda. The library is directly west of the Rotunda. A new and commodious building for the National Library is in course of construction.

The Executive Mansion, or White House, the official residence of the president of the United States, Pennsylvania avenue, between Fifteenth and Seventeenth streets. The east room is open daily, except Sundays, from 10.00 A. M. until 3.00 P. M.; the private parlors are open to view only by special permission.

Treasury department, east of the president's house, and on the line of Fifteenth street. Open daily, except Sundays, from 9.00 A. M. until 2.00 P. M.

State, War, and Navy departments, Seventeenth street, near the president's house. The Department of State occupies the south pavilion of the imposing edifice, and is open daily, except Sundays, from 9.30 A. M. until 2.30 P. M. Thursdays are devoted exclusively to the Diplomatic Corps, and Saturdays, during sessions of Congress, to members. Both the War and Navy departments are open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Interior Department (including the Patent Office), between Seventh and Ninth streets and F and G streets. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M. The Museum of Models is of vast extent, and contains many objects of interest.

Post Office Department, between Seventh and Eighth streets and F and G streets (near the Patent Office). Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M. The City Post Office is on Louisiana avenue, south side, near Pennsylvania avenue and Seventh street.

Agricultural Department, occupying that portion of the Mall lying between Twelfth and Fourteenth streets, with an entrance to the grounds on Thirteenth street, N. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Smithsonian Institution and National Museum, two large edifices in the southeast portion of the Mall, the museum collection being under the charge of the Smithsonian Institution. Open daily, except Sundays, from 9.00 A. M. to 4.00 P. M. Entrance to the grounds at Seventh and Tenth streets, or from the grounds of the Agricultural Department.

Corcoran Gallery of Art, corner of Pennsylvania avenue and Seventeenth street, a costly and very valuable collection of statuary, paintings, bronzes, and antiquities, founded by W. W. Corcoran. Open from 10.00 A. M. until 4.00 P. M. Tuesdays, Thursdays, and Saturdays, free; Mondays, Wednesdays, and Fridays, 25 cents admission.

Botanical Gardens, directly west of the Capitol, and extending from First to Third streets. and from Pennsylvania avenue to Maryland avenue. Open daily from 8.00 A. M. until 5.00 P. M.

Washington National Monument, near the river at Fifteenth street, and but a short distance from the grounds of the Department of Agriculture. The monument was completed Dec. 6, 1884, to its full height of 555 feet, and now stands the most elevated work constructed by human hands in the world, with the exception of the Eiffel Tower, in Paris. The flag upon its top floats at the height of 600 feet. The corner-stone was laid July 4, 1848. Visitors are taken to the top of the monument in an elevator without charge. The elevator runs until 5.00 P. M.

The new Pension Building, in Judiciary square. This structure is 400 feet long and 200 feet in breadth.

Arsenal, at the southern extremity of the city, at the foot of Four and One Half street, W. Open daily, except Sundays, from sunrise until sunset.

Marine Barracks, Eighth street, E., between G and I streets, S., near the Navy Yard. Open daily, except Sundays, from 9.00 A. M. until sunset.

Naval Observatory, E street, N., near the river, and opposite head of Twenty-fifth street, W. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Signal Office, G street, west of the War Department, with entrance for visitors at No. 1719 G street. Open daily, except Sundays, from 12.00 M. until 3.00 P. M.

District Court House, formerly City Hall, Judiciary square, and fronting Four and One Half street, at the intersection of Louisiana and Indiana avenues.

Ordnance Museum, in Winder's building, corner of F and Seventeenth streets, opposite the Navy Department. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Fish Commission Building, corner Sixth and B streets.

Army Medical Museum (formerly Ford's Theatre), east side of Tenth street, W., between E and F streets, N. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Government Printing-office, corner H and North Capitol streets. Open daily, except Sundays, from 8.00 A. M. until 5.00 P. M.

Bureau of Engraving and Printing (belonging to the Treasury Department), corner of Fourteenth and B streets. Open from 9.30 A. M. until 2.00 P. M., except on Sundays. Passes may be obtained by application to the officer at the main entrance.

Bureau of Education, corner of G and Eighth streets. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Office of the Survey of the Territories, in the National Museum buildings.

Soldiers' Home, three miles north of the Capitol. Open daily, except Sundays, from 9.00 A. M. until sunset. The National Military Cemetery, where 5,424 soldiers are buried, is near the home.

Arlington House, once the home of George Washington Parke Custis (the adopted son of George Washington), and in later years the residence of General Robert E. Lee, on the Virginia side of the Potomac, upon Arlington Heights, opposite Georgetown, and about four miles from Washington. The National Cemetery surrounding the house is the resting-place of over 15,000 soldiers. Both Arlington House and the Cemetery are open daily, Sundays included.

Statues.

Northwest District.— Mills' equestrian statue of George Washington, Washington Circle, Twenty-third street, intersection of Pennsylvania and New Hampshire avenues. Brown's equestrian statue of General Scott, Scott square, intersection of Massachusetts and Rhode Island avenues and Sixteenth street. Mills' equestrian statue of Jackson, Jackson square, in front of White House grounds. Robisso's equestrian statue of McPherson, McPherson square, intersection of Vermont avenue and Fifteenth street, between I and K streets. Ward's equestrian statue of General Thomas, Thomas Circle, or Circle of Victory, intersection of Massachusetts and Vermont avenues and Fourteenth street. Mrs. Ream Hoxie's statue of Admiral Farragut, Farragut square, intersection of Connecticut avenue and Seventeenth street between I and K streets. Bailey's statue of General Rawlins, Rawlins square, New York avenue, between B and D and Eighteenth and Nineteenth streets (southwest of Department of State). Flannery's statue of Lincoln, on marble column, in front of District Court House, D and Four and One Half streets. Simmon's Naval Statue, or Monument of Peace, Pennsylvania avenue, at western base of Capitol Hill. Reitschel's statue of Martin Luther, intersection of Vermont avenue and Fourteenth street (in front of Memorial Lutheran Church).

Northeast District. — Brown's statue of General Nathaniel Greene, intersection of Massachusetts and Maryland avenues and Fifth street, E. · Ball's Emancipation Group, on Lincoln Park, East Capitol street and Twelfth street (one mile east of the Capitol). Greenough's colossal statue of Washington is in the east park, directly east of the Capitol portico. Statue of Chief Justice John Marshall, near the Capitol. Within the Capitol are many statues and paintings.

There are several fine fountains in the various parks of the city, the handsomest being the celebrated Bartholdi Fountain, in the Botanical Gardens.

Churches.

A list of some of the prominent places of religious worship is given below. The usual hour for service is 10.30 or 11.00 A. M. and 7.00 or 8.00 P. M. The list is arranged alphabetically for convenience of reference: —

BAPTIST. — E street, N., between Sixth and Seventh, W. Calvary, corner H and Eighth streets, N. W.

CHRISTIAN. — Vermont avenue, above N street, N. W.

CONGREGATIONAL. — Corner Tenth and G streets, N. W.

EPISCOPAL PROTESTANT. — Ascension, corner Twelfth street and Massachusetts avenue, N. W. Epiphany, G street, between Thirteenth and Fourteenth, N. W. St. John's, corner Sixteenth and H streets, N. W.

EPISCOPAL METHODIST. — Foundry, corner G and Fourteenth streets, N. W. Metropolitan, corner Four and One Half and C streets, N. W.

GERMAN REFORMED.— First, corner Sixth and N streets, N. W. Services in German A. M., and in English P. M.

HEBREW.— Washington Hebrew Congregation, Eighth street, between H and I streets, N. W. Services Friday at 7.00 P. M. and Saturday at 9.00 A. M.

LUTHERAN.— Trinity, corner E and Fourth streets, N. W. Memorial, corner N and Fourteenth streets, N. W.

PRESBYTERIAN.— Fourth, Ninth street, between G and H streets, N. W. New York Avenue, New York avenue, between Thirteenth and Fourteenth streets, N. W.

ROMAN CATHOLIC.— St. Aloysius, corner of I and North Capitol streets. St. Dominic, corner Sixth and F streets, S. W. St. Matthew, corner H and Fifteenth streets, N. W.

UNITARIAN.— All Souls', corner Fourteenth and L streets, N. W.

UNIVERSALIST.— Corner Thirteenth and L streets, N. W.

There are, in addition to the foregoing, many churches for colored people, including the Asbury (Methodist Episcopal), corner Eleventh and K streets, N. W.; St. Augustine (Roman Catholic), Fifteenth street, near L street, N. W.; Nineteenth Street (Baptist), corner Nineteenth and I streets, N. W.; Israel Bethel (Methodist), corner B and First streets, S. W.; and Ebenezer (Methodist), corner D and Fourth streets, S. E.

Monday morning, October 6, there will be an omnibus transfer from Willard's Hotel to the station of the Baltimore & Ohio Railroad, where the cars will be taken at 8.00 A. M. for New York *via* Baltimore, Wilmington, and Philadelphia. The route

from Baltimore northward is the same over which the party traveled in its outward journey. The fine new station of the Baltimore & Ohio road in Philadelphia (corner of Chestnut and Twenty-fourth streets) will be reached at 11.05 A. M., and there will be a halt here until 12.52 P. M., during which time dinner will be furnished in the station dining-rooms.

Leaving Philadelphia at 12.52, the train will proceed northward over the Bound Brook route, reaching Jersey City at 2.48 P. M., where there will be a transfer by annex boat to Pier 28, North River, New York, and the party will depart on board of one of the magnificent steamers of the Fall River line. Stateroom berths and supper will be provided on board. The boat will reach Fall River at 4.45 the ensuing morning, and the train will leave the pier at 5.25 A. M. The Providence Division station of the Old Colony Railroad (Park square and Columbus avenue) will be reached at 6.50 A. M.

It is worthy of note that the party will pass through portions, at least, of nine different States in the course of its wanderings.

ITINERARY.

MONDAY, September 22.— Leave Boston from the Old Colony Railroad station, Kneeland street, at 3.40 P. M. On arrival at the station members of the party should check their baggage to Gettysburg *via* Fall River line, Bound Brook, Baltimore & Ohio, and Western Maryland roads. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River at 5.25; go on board one of the elegant steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

TUESDAY, September 23.— Arrive in New York (Pier 28, North River) at 7.20 A.M.; breakfast on board the Fall River line boat; transfer by annex boat to Central New Jersey station, Jersey City, and leave *via* Bound Brook line at 9.12 A. M.; arrive at Baltimore (Camden station) 2.05 P. M.; dinner at the station dining-rooms; omnibus transfer from the Camden station to the Fulton station of the Western

Maryland Railroad; leave Baltimore by said line at 3.33 P. M.; arrive at Gettysburg 6.17 P. M.; to the Eagle Hotel, H. Yingling, proprietor.

WEDNESDAY, September 24.—Carriage ride over the battle-field in vehicles furnished by the Ziegler & Holtzworth stables, accompanied by Captain Long, the well-known guide; visits will be paid to the prominent points on the field, including Cemetery Hill, the National Cemetery, Culp's Hill, Spangler's Spring, the scene of Pickett's charge, the Peach Orchard, the Wheat Field, the Devil's Den, the Valley of Death, Little Round Top, etc.; leave Gettysburg, *via* Western Maryland Railroad, at 6.17 P. M.; arrive at Blue Mountain station, Md., 7.26 P. M.; to Blue Mountain House, J. P. Shannon, manager.

THURSDAY, September 25.— At Blue Mountain House. Leave Blue Mountain *via* Western Maryland Railroad, 2.40 P. M.; arrive in Baltimore in time to connect with the Bay Line steamer; omnibus transfer from the station to the dock; supper and stateroom berths furnished.

FRIDAY, September 26.— Arrive at Old Point Comfort at 7.00 A.M.; to the Hygeia Hotel, F. N. Pike, manager; carriage ride, visiting the National Home for Disabled Volunteer Soldiers, the National Cemetery, Hampton Normal and Agricultural Institute, St. John's Church, Hampton, etc.

SATURDAY, September 27.— Leave Old Point Comfort at 8.10 A. M. *via* Chesapeake & Ohio Railway; arrive at Richmond, Va., 11.20 A. M.; omnibus transfer to Ford's Hotel, A. J. Ford, manager; carriage ride, visiting the tobacco factories and various points of interest in and about the city.

SUNDAY, September 28.— In Richmond.

MONDAY, September 29.— Omnibus transfer from the hotel to the station of the Richmond & Alleghany Railroad, and at 9.00 A. M. leave Richmond by the said line; dinner at Lynchburg; arrive at Natural Bridge 4.42 P. M.; stage transfer from station to Natural Bridge Hotels, B. W. Klipstein, manager. The tickets will include admission to the Natural Bridge Park during the stay here, and there will be an illumination of the bridge and the cascades on the evening of arrival.

TUESDAY, September 30.— At Natural Bridge. Leave Natural Bridge Hotels by stage at 2.00 P. M., and Natural Bridge station, on the Shenandoah Valley Railroad, at 3.30 P. M.; arrive at Luray, Va., 8.00 P. M.; stop at Luray Inn, George K. Mullin, proprietor.

WEDNESDAY, October 1.— At Luray. Carriage transfer from the hotel to the Luray Caverns, and an inspection of the same; carriage transfer from the caverns back to the hotel.

THURSDAY, October 2.— Leave Luray, *via* Shenandoah Valley Railroad, at 7.15 A. M.; arrive at Shenandoah Junction 9.40 P. M.; and thence over Baltimore & Ohio Railroad, to Harper's Ferry, arriving at 10.09 A. M.; leave Harper's Ferry at 12.32 P. M.; arrive in Washington, D. C., at 2.05 P. M.; omnibus transfer to Willard's Hotel, O. G. Staples, proprietor.

FRIDAY, October 3.— In Washington. Three hours' carriage ride, leaving the hotel at or before 10.00 A. M., visiting the public buildings, chief public statues, and other points of interest.

SATURDAY, October 4.— In Washington.

SUNDAY, October 5.— In Washington.

MONDAY, October 6.— Omnibus transfer from hotel to the Baltimore & Ohio Railway station, and leave Washington by said line at 8.00 A. M.; arrive in Philadelphia (Baltimore & Ohio station, Chestnut and Twenty-fourth streets) 11.05 A. M.; dinner at station dining-rooms; leave Philadelphia from the same station at 12.52 P. M.; arrive in Jersey City 2.48 P. M.; transfer by annex boat to pier 28, North River, New York, and at 5.00 P. M. leave that city on one of the fine steamers of the Fall River line; supper and stateroom berths furnished.

TUESDAY, October 7.— Arrive at Fall River at 4.45 A. M.; leave Fall River by train at 5.25 A. M.; arrive in Boston (Providence Division station of the Old Colony Railroad, Park square and Columbus avenue) at 6.50 A. M.

The price of tickets for the excursion will be EIGHTY-FIVE DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; seats in Pullman palace cars from Jersey City to Baltimore and from Washington to Jersey City; hotel accommodations at Gettysburg, Blue Mountain House, Old Point Comfort, Richmond, Natural Bridge, Luray, and Washington; meals and stateroom berths on the Fall River line and Bay line steamers; incidental meals at Baltimore, Lynchburg, Philadelphia, etc.; omnibus and stage transfers at Baltimore, Richmond, Natural Bridge, Luray, and Washington; carriage rides at Gettysburg, Richmond, and Wash-

ington ; admission to the Natural Bridge Park and Luray Caverns ; all transfers, transportation and care of checked baggage ; service of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FIFTY DOLLARS.

The tickets will be good to return from Washington to Boston until October 22 — one month from the date of starting.

Tickets for the excursion must be taken on or before Friday, September 19.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

AUTUMN EXCURSION No. 20, 1890.

Leaving Boston Tuesday, September 30, and Returning Tuesday, October 7.

New York, Philadelphia, Baltimore,

THE BATTLE-FIELD OF GETTYSBURG,

Across the Blue Ridge, Hagerstown, Md., Harper's Ferry, and WASHINGTON, D. C. A Week's Tour through Pennsylvania, Maryland, West Virginia, etc., with an Incidental visit to America's Greatest Battle-ground, and to the National Capital.

Price of Tickets (all Traveling Expenses Included) - - - $40.00.

Price of Tickets for Children between the ages of 5 and 12 years, $25.00.

To meet a popular demand for a low-priced trip to Gettysburg and Washington, we have organized a special trip for the early part of October. The time chosen is one of the best in the year for comfortable traveling, and one, too, in which the forests of New England and the Middle States assume their most gorgeous tints. The routes chosen are full of picturesque interest, and the boat and railway journeys, no less than the points where sojourns are to be made, will be sources of pleasure to the tourist.

The heart of every patriotic American will thrill at the mention of Gettysburg. It was there that one of the severest struggles of the War of the Rebellion took place. Two enormous bodies of troops — nearly as many as fought at Waterloo — were pit-

ted against each other, and for three days the battle raged. The first day the Confederates gained an advantage. The second day ended with a forewarning of disaster to their cause, and the third day brought a glorious victory for the Union arms. As Waterloo checked the power of Napoleon, Gettysburg proved a crushing blow to the hopes and ambitions of the Rebellion. The fall of Vicksburg and Port Hudson soon followed, both of them important events, but from the driving back of the invaders from Gettysburg dated the breaking down of the Confederacy.

In no battle-field in any part of the world has more been done to mark the events of the conflict in permanent memorials. The regiments of the different States that took part in the great battle, have erected many monuments marking their important positions. A Battlefield Memorial Association has been formed to preserve the grounds; and avenues (named after prominent generals who were engaged in the fight) have been opened, making the various positions accessible. Massachusetts had a large number of regiments in the battle, and there are many costly and beautiful monuments to their bravery. Other New England States are also gloriously represented. With so many monuments indicating the important points in the battle, and under the escort of guides who can explain the movements of the troops, a visit to Gettysburg battle-field becomes intensely interesting. A glowing page in our country's history may be scanned intelligently.

A visit to the Nation's capital is a fitting supplement to the tour of Gettysburg battle-field. The seizure of Washington was one of the events that might speedily have followed defeat at Gettysburg. The pathway we shall traverse from one to the other has purposely been made devious. It marks other important events of the war, and at the same time is over routes of great picturesque interest. Hagerstown, in Maryland, which played an important part in the great conflict, will be seen after an

interesting railway ride over the Blue Ridge. Harper's Ferry, in West Virginia, a romantic place upon which the heights of three different States look down, and where the shifting tide of victory and defeat led to many changes of occupancy, is another place which will receive attention.

While the visit to Washington will be brief, much may be accomplished in a systematic course of sight-seeing; and, as an aid in that direction, there will be a carriage ride, in the course of which visits will be made to the following points: McPherson, Thomas, Scott, Farragut, and Rawlins squares, with their respective statues; the State, War, and Navy Departments; Corcoran Art Gallery; White House; Treasury Department; Washington Monument; Bureau of Engraving; Agricultural Buildings; Smithsonian Institution and National Museum; Botanical Gardens; Capitol; Navy Yard; Lincoln Park; County Court House; Post Office, and Patent Office. The ride is intended to give strangers a general view of the city and its chief public buildings, monuments, avenues, and other objects of interest; the fuller inspection of the Capitol, department buildings, etc., being left for a subsequent visit, if more time is desired than the ride offers. In the disposal of their time, generally, the visitors will be left to their individual preferences, the suggestions and services of the conductors in charge of the party being at all times available, however, in aid of those who desire special direction or information. Sight-seeing will not be prosecuted by the excursionists in a body, but by little parties who make up their day's programme in accordance with their own tastes. Much can be accomplished by intelligent action in this connection. A full list of the public buildings and other points of interest in Washington will be found in connection with our account of Excursion No. 18, and we shall therefore refrain from giving it here.

The party will leave Boston Tuesday, September 30, (starting from the Old Colony

Railroad station, Kneeland street, at 3.40 P. M.), and proceed to New York from Fall River, on one of the magnificent steamers of the Fall River line, reaching that city Wednesday morning. Crossing to Jersey City by annex steamer, a train on the Bound Brook line will be taken at 9.12 A. M. This line and the Baltimore & Ohio Railroad now form a direct and expeditious route to Baltimore, Washington, and to the South and West. Trains are run without change, and in every particular the line is one of the best in the country.

Baltimore will be reached in the early afternoon, and there will be a farther railway ride from that city to Gettysburg. The Eagle Hotel, in that town, will be made the sojourning-place of the party until Friday morning. Thursday will be devoted to an inspection of the battle-field. Carriages will be furnished by the Ziegler & Holtzworth stables for an extended round, and the party will be accompanied by a competent guide, who will explain the positions of the contending armies, and describe the salient events of the conflict.

Leaving Gettysburg Friday morning, there will be a picturesque journey over the new branch of the Western Maryland *via* Monterey Gap, Highfield, Pen-Mar, and Blue Mountain to Hagerstown. This is a delightful journey, the road climbing the Blue Ridge and descending on the western slope, and commanding on both sides a succession of superb valley views. Several hours will be spent at Hagerstown, and there will therefore be an opportunity to see something of this quaint old town. Leaving Hagerstown by the Washington County Branch of the Baltimore & Ohio Railroad, there will be a ride of twenty-four miles to Weverton, and of two miles from thence up the main line to Harper's Ferry, where several hours will be passed. As the ruins of the Arsenal and John Brown's famous fort are quite near the station, they can easily be visited. A visit can also be made to Jefferson's Rock, by taking a path which leads

up through the village in rear of the Catholic church. This point affords a fine view of the lower Shenandoah valley, and of a section of the Potomac valley — the hill top above giving a still better view of the latter. Bolivar Heights rise above the village, Loudon Heights across the Shenandoah in Virginia, and Maryland Heights on the Maryland shore of the Potomac. Jefferson wrote of the view: "The scene is worth a journey across the Atlantic; yet here, as in the neighborhood of the Natural Bridge, are people who have passed their lives within a dozen miles, and have never been to survey these monuments of a war between rivers and mountains which must have shaken the earth itself to its centre." In the floods of 1889 much havoc was done there by high water in the vicinity of Harper's Ferry, and John Brown's Fort narrowly escaped being washed away.

The railroad crosses the Potomac at Harper's Ferry on a splendid iron bridge, and continues along the north bank to Point of Rocks, from whence it crosses the centre of Montgomery county, Maryland, on its way to Washington.

Washington will be reached Friday evening, and there will be an omnibus transfer to Willard's Hotel, which is centrally located on Pennsylvania avenue and Fourteenth street, quite near the Treasury Building, the president's house, and the Washington Monument, and within easy access by horse-car lines of the Capitol and every other section of the city.

Leaving Washington Monday morning by the Baltimore & Ohio Railroad, the party will journey through to New York, with a halt of nearly two hours in Philadelphia for dinner. Arriving in Jersey City there will be a transfer by annex boat to pier 28, North River, New York, from whence one of the fine steamers of the Fall River line will leave at 5.00 P. M.

Boston will be reached Tuesday morning, October 7.

ITINERARY.

TUESDAY, September 30. — Leave Boston from the Old Colony Railroad station, Kneeland street, at 3.40 P. M. On arrival at the station, members of the party should check their baggage to Gettysburg *via* the Baltimore & Ohio and Western Maryland roads. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River 5.25 P. M.; go on board one of the elegant steamers of the Fall River line; supper and stateroom berths furnished; leave Fall River at 7.30 P. M.

WEDNESDAY, October 1. — Arrive in New York (pier No. 29, North River) at 7.20 A. M.; breakfast on board the Providence line steamer; transfer by annex boat to the Central New Jersey station, Jersey City, and leave at 9.12 A. M. *via* the new Bound Brook and Baltimore & Ohio through line; arrive in Baltimore (Camden station) at 2.05 P. M.; dinner at the station dining-rooms; omnibus transfer to the Fulton station of the Western Maryland Railroad, and leave Baltimore by said line at 3.33 P. M.; arrive at Gettysburg, Pa., at 6.17 P. M.; to the Eagle Hotel, H. Yingling, proprietor.

THURSDAY, October 2. — At Gettysburg. Ride over the battle-field in carriages furnished by Ziegler & Holtzworth stables, accompanied by Captain Long, the celebrated guide, visiting all the principal points of interest, including Cemetery Hill, the National Cemetery, Culp's Hill, Spangler's Spring, the scene of Pickett's charge, the Peach Orchard, the Wheat Field, the Devil's Den, the Valley of Death, Little Round Top, etc.

FRIDAY, October 3. — At Gettysburg. Leave *via* Western Maryland Railroad at 10.20 A. M.; arrive at Hagerstown 12.18 P. M.; dinner at the Hotel Hamilton; leave Hagerstown, *via* Washington County Branch of Baltimore & Ohio Railroad, at 3.10 P. M.; arrive at Weverton at 4.10 and at Harper's Ferry, W. Va., at 4.59 P. M.; leave Harper's Ferry at 6.16 P. M.; arrive in Washington, D. C., 8.25 P. M.; omnibus transfer to Willard's Hotel, O. G. Staples, proprietor.

SATURDAY, October 4. — In Washington. Three hours' carriage drive, leaving the hotel at or before 10.00 A. M., and visiting the public buildings, chief public statues, and other points of interest.

SUNDAY, October 5. — In Washington.

MONDAY, October 6. — Omnibus transfer from Willard's to the station of the Baltimore & Ohio Railroad, and leave Washington at 8.00 A. M.; arrive in Philadelphia (Baltimore & Ohio station, Chestnut

and Twenty-fourth streets) at 11.05 A. M.; dinner at station dining-rooms; leave Philadelphia from same station at 12.50 P. M.; arrive at Jersey City at 2.58 P. M.; transfer by annex boat to pier No. 28, North River, New York, and at 5.00 P. M. leave New York on one of the steamers of the Fall River line; supper and stateroom berths furnished.

TUESDAY, October 7.— Arrive at Fall River 4.45 A. M.; leave Fall River at 5.25 A. M.; arrive in Boston (Providence Division station of Old Colony Railroad, in Park square and Columbus avenue) at 6.50 A. M.

The price of tickets for this excursion will be FORTY DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; hotel accommodations and incidental meals in Baltimore, Gettysburg, Hagerstown, Washington, and Philadelphia; meals and stateroom berths on the steamer of the Fall River line going and returning; ferry transfers between New York and Jersey City; omnibus transfers in Baltimore, Hagerstown, and Washington; carriage rides in Gettysburg and Washington; all transfers, transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, TWENTY-FIVE DOLLARS.

The tickets will be good to return from Washington to Boston until October 30— one month from the date of starting.

Tickets for this excursion must be taken on or before Saturday, September 27, three days in advance of the date of leaving Boston.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 Washington St. (Opposite School St.), Boston, Mass.

DRAWING-ROOM CARS.

In many of our summer excursions drawing-room cars will be used; and, where these are not required (as in the case on some of the short routes), special cars, invariably first-class, will be furnished. On some of the lines these will be similar to cars of the drawing-room pattern, with toilet conveniences for both ladies and gentlemen.

The following is a list of the tours in which drawing-room cars will be brought into requisition: —

Excursion No. 2. — From Fabyan's and the Crawford House to Boston.

Excursion No. 4. — From Portsmouth, N. H., to Mount Desert ferry; and Greenville, Me., to Danville Junction and Boston.

Excursion No. 5. — From Boston to Saratoga.

Excursion No. 6. — From Fabyan's and the Crawford House to Boston.

Excursion No. 7. — From Boston to the Crawford House and Fabyan's, and thence to Montreal.

Excursion No. 8. — From Niagara Falls to Clayton.

Excursion No. 9. — From Niagara Falls to Albany.

Excursion No. 11. — From Burlington, Vt., to Boston.

Excursion No. 12. — From Albany to Trenton Falls, and from Trenton Falls to Clayton.

Excursion No. 14. — From Boston to Saratoga.

Excursion No. 15. — From Boston to Saratoga; and from Burlington to Boston.

Excursion No. 16. — From Boston to Troy; Albany to Trenton Falls; and from Trenton Falls to Clayton.

Excursion No. 18. — From Jersey City to Baltimore; and from Washington to Jersey City.

Excursion No. 20. — From Jersey City to Baltimore; and from Washington to Jersey City.

FIFTH AND LAST EXCURSION

TO THE

YELLOWSTONE NATIONAL PARK,

WITH AN ADDED TOUR

ACROSS THE CONTINENT.

A Picturesque Trip of Sixty-Six Days, with the Privilege of Remaining in California through the Winter and Spring Months.

The Party to leave Boston Thursday, September 11, 1890.

Price of Tickets (all Traveling Expenses Included), - $525.00.

OUR fifth and last trip to the Yellowstone National Park the present season will have a grand supplementary tour across the continent, with incidental visits to the most picturesque regions on the Pacific Coast. The party will leave Boston Thursday, September 11, and follow the same route westward taken by the previous excursion parties. A week will be passed within the park, with sojourns at the principal points, and a complete round of that region of marvels will be made.

Leaving the park Wednesday, September 24, the party will turn westward from Livingston, continuing its journey over the main line of the Northern Pacific Railroad. In the course of the tour the entire length of this great transcontinental line, from St. Paul to Tacoma, and from Tacoma to Portland, will be traversed, including the interesting route over the Cascade Mountains. The Belt Mountains, and, farther west, the main range of the Rocky Mountains are crossed. Helena, the capital of Montana, is situated upon the railway 124 miles west of Livingston. The charming scenery around Lake Pend d'Oreille, in Idaho, and the passage of the Cascade Mountains, with its glorious views of Mount Tacoma, the mountain giant of the Pacific Northwest, are later features in this grand journey. The party will reach Tacoma Saturday, September 27, and there will be a trip upon Puget Sound, with visits to the chief cities of this region. The scenery upon Puget Sound is of the grandest type. With an area of 2,000 square miles, it has an irregular and picturesque shore line about 1,800 miles in extent. In one direction Mount Tacoma is seen rising to the height of 14,444 feet above us; in another Mount Baker — a shapely peak, 10,800 feet high. At the head of the broad peninsula of the State of Washington, lying west of the sound, is the noble Olympic range, a mass of ridges and peaks from 6,000 to 8,000 feet high. Tacoma, Seattle, and Port Townsend are growing cities on the shores of this great inland sea; and just across the border, in the Dominion of Canada, are Victoria and Vancouver City. At other points are huge saw mills, the largest in the world, which, with all their destructive powers, seem to have made but little impression upon the vast forests of gigantic fir trees. The waters are everywhere very deep, and there is room enough to float the navies of the whole world. Mount Tacoma, the proud warder of this "Mediterranean of the North," lifts his brow into the region of perpetual snow. Five great glaciers glisten

upon the upper slopes of this lofty mountain, or at morning and evening flush into roseate hues. Victoria is the capital of British Columbia, and is one of the most beautiful cities upon the Pacific Coast. The British government has an important naval station at Esquimalt, a few miles distant from Victoria, and in the course of our stay there will be a carriage ride thither.

Returning to Tacoma by steamer, the party will go by rail thence to Portland, where there will be another halt (at the new and magnificent hotel, The Portland), with a side trip up the Columbia River. The symmetrical cone of Mount Hood and the massive dome of Mount St. Helen's are prominent objects in the outlook from Portland. On the way up the river, the former is seen in many varying aspects. Cape Horn, Rooster Rock, the Pillars of Hercules, Castle Rock, and the Falls of Multnomah are also among the grand scenic features of the middle Columbia. The up-river trip will be made by steamer, the party proceeding as far as Dalles City, and thus gaining views of all the grand scenery. The return journey will be made by rail.

The overland trip from Oregon to California will be a feature of great interest. There are many fine mountain views upon the route; and the most picturesque section of the journey, including the passage through the upper Willamette and Sacramento valleys, over the Siskiyou Mountains, and through the grand Mount Shasta region, will be made by daylight. Mount Shasta is 14,442 feet in elevation, and rises in a shapely snow-covered mass far above the beautiful stretches of Strawberry valley. It is an extinct volcano, and one of the loftiest and grandest mountain forms on the Pacific Coast. The railway line is a part of the great Southern Pacific system. We continue southward, with Shasta long in view, descending into the broad and fruitful valley of the Sacramento, which we traverse for its entire length.

San Francisco will be reached *via* Oakland, and during our sojourn in the handsome

city by the Golden Gate we shall make our home at the magnificent Palace Hotel. There will be ample time, not only for an inspection of San Francisco, but also for a series of delightful excursions to other interesting points. A programme feature will be a trip to Santa Cruz and Monterey. The beautiful Hotel del Monte is located at the latter place. Five days will be devoted to this charming resort, and, on the return northward, there will be a visit to San Jose, with a stage excursion therefrom to the Lick Observatory, on the summit of Mount Hamilton. A visit will also be paid to San Rafael.

The journey will be continued from San Francisco southward over the Southern Pacific Company's line, and the next halt will be made in the garden spot of the Pacific Coast — Southern California. There will be special visits to Santa Barbara, Pasadena, Los Angeles, San Diego, and other places of interest; and, as the excursion tickets permit the holder to remain upon the Pacific Coast until the ensuing spring, the charms of Southern California may be enjoyed to the fullest extent.

While the programme date of departure from Southern California on the homeward trip is November 7, yet individuals can prolong their stay, as already pointed out, with the opportunity of joining subsequent returning parties under special escort, or of traveling independently, the tickets being good upon any first-class train. If desired, a prolonged stay may be made at San Francisco, or in any other part of Central or Southern California. On the way southward, a divergence may be made from the main route at Berenda, for the purpose of visiting the Yosemite Valley and Big Trees. A railroad line extends from Berenda to Raymond, and the farther journey is made by stage. It should be noted that the time chosen for our visit to California is at the height of the grape-gathering season, when the vineyards will have an especial charm.

The homeward route from Southern California will be over the Atchison, Topeka &

Santa Fe line, which takes the traveler through very picturesque sections of Arizona, New Mexico, and Colorado, and in proximity to some of the quaint habitations of the Pueblo Indians, and the still stranger places of abode of prehistoric races. The southern border-land is filled with romance and historic interest; and much of the old Spanish life, with its peculiar manners and customs, is yet seen in its half-Mexican towns.

A halt will be made at Las Vegas Hot Springs, a Sunday being passed at The Montezuma. After journeying through Arizona and New Mexico, crossing the Raton Mountains, from the latter into Colorado, and then traversing the great State of Kansas, Kansas City and the Missouri River are reached. We here transfer from the Santa Fe line to the popular Chicago, Rock Island & Pacific Railway, for the farther ride through Missouri, Iowa, and Illinois to Chicago. On leaving that city we journey eastward over the Chicago & Grand Trunk Railway.

A halt will be made at Niagara Falls, and time afforded there for an inspection of the great cataract and all the other points of interest. The party will reach Boston on the morning of Saturday, November 15.

Send for special circular.

W. RAYMOND.
I. A. WHITCOMB.

The full descriptive circular and all other information desired can be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

GRAND EXCURSION

TO THE

PACIFIC NORTHWEST AND CALIFORNIA,

VIA THE NORTHERN PACIFIC RAILROAD,

The Magnificent Overland Route from Oregon to San Francisco, and a Return through Southern California, Arizona, New Mexico, Colorado, etc. A Tour of Sixty-two Days, with the option of Remaining in California through the Winter and Spring Months.

Date of Leaving Boston, Monday, October 13.

Price of Tickets (all Traveling Expenses included), - $450.00.

OUR second autumn transcontinental excursion over the Northern Pacific Railroad has been arranged for October, a most delightful month for traveling. The party will leave Boston Monday, October 13, and proceed westward over the Fitchburg, West Shore, Grand Trunk, and Chicago & Grand Trunk lines, reaching Chicago on the morning of the 15th. On the following day the westward journey will be resumed *via* the Rock Island & Albert Lea route. There will be a sojourn over Sunday at St. Paul, and also a visit to Minneapolis. Leaving the former city Monday, October 20, the party will journey over the Northern Pacific Railroad, passing through those empires of the Northwest, Minnesota, North Dakota, Montana, Idaho, and Washing-

ton. The great wheat section of North Dakota, the "Bad Lands," the Yellowstone valley, the Belt Mountains, the Rocky Mountains, the great gorges of Western Montana, the beautiful lake region of Northern Idaho, the magnificent valleys of the Spokane, the Columbia, and the Yakima, and the Cascade Mountains are upon this great route. The western terminus is at Tacoma, upon the shores of Puget Sound. We shall reach that point Friday, October 24, and, after a sojourn at "The Tacoma," visit Seattle, Port Townsend, and Victoria, making a steamer excursion over the whole length of the sound. Continuing *via* the Northern Pacific line to Portland, Or., we shall make another halt, with headquarters at the splendid "Portland," first taking a side trip to the Dalles of the Columbia, in order to view the matchless scenery of that great river. Leaving Portland, we shall proceed over the Southern Pacific Company's Overland line to California, passing by rail the entire distance through the magnificent scenic regions of the upper Willamette, the Siskiyou Mountains, the Mount Shasta district, and the upper Sacramento. In San Francisco there will be a sojourn at the Palace Hotel, with subsequent visits to the famous Hotel del Monte, at Monterey, Santa Cruz, and San Jose. An excursion will be made from San Jose to the summit of Mount Hamilton.

After completing the round of Central California resorts, the party will proceed southward by the Southern Pacific Company's Railroad line to Santa Barbara, Los Angeles, Pasadena, San Diego, and Coronado Beach. The tickets will permit the holders to remain at San Francisco, Monterey, or other points, before proceeding to Southern California, and also to extend the stay through the winter, if desired, either in Central California or at Pasadena or other Southern California points.

The programme date for leaving Southern California is Friday, December 5, when the party will take its departure by the Atchison, Topeka & Santa Fe line; but

passengers who prolong their stay on the Pacific Coast may avail themselves of subsequent dates to travel with a party, or may go independently on any train. The homeward route will be through Arizona, New Mexico, Colorado, and Kansas, with stops at Santa Fe and Las Vegas Hot Springs; from Kansas City over the Chicago, Rock Island & Pacific Railway to Blue Island Junction (and Chicago if desired); and thence *via* the Chicago & Grand Trunk, the Great Western Division of the Grand Trunk, the West Shore, and the Hoosac Tunnel and Fitchburg lines. A visit will be paid to Niagara Falls, and Boston will be reached on the morning of Saturday, December 13.

W. RAYMOND.
I. A. WHITCOMB.

The full descriptive circular and all other information desired can be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

A Grand Autumn Trip to Southern California,

BY A DIRECT AND EXPEDITIOUS ROUTE.

The Return Tickets by Four Different Routes, Good for Six Months.

Date of leaving Boston, Monday, October 13.

In addition to our two autumn excursions to the Pacific Coast over the Northern Pacific Railroad, we shall have a trip to Southern California over the line of the Atchison, Topeka & Santa Fe Railroad, the date of departure being Monday, October 13. This excursion is intended for persons who desire to reach Southern California by a direct route and as expeditiously as may be consistent with perfect comfort. The halts by the way are intended for rest, and will comprise a stay at Chicago from Wednesday morning until Thursday afternoon, and a sojourn at Las Vegas Hot Springs over Sunday. Pasadena, Los Angeles, Riverside, San Diego, Santa Barbara, and other points in Southern California will be reached on the ninth day, and San Francisco the day following. These trips will be carried out upon the same plan that has made our winter excursions of the past eight years so acceptable and popular, and ticket-holders will possess all the advantages given in connection with the later excursions in the season of 1890–91. The tickets supply every needed comfort during the transits to and from California, including sleeping-car accommodations, meals, transfers, and board at hotels, but leave the holders to dispose of their time in California in accordance with their own preferences. Hotel coupons, which supply board at the leading hotels at reduced rates, may be availed of for the whole or a part of the time, if desired, and our excursions to Mexico, the Sand-

wich Islands, and elsewhere, which are to take place in the course of the season, may also be included. The return tickets are good for six months, and the purchaser can journey eastward by any of four different routes, making his selection when he applies for his ticket. There will be returning excursions under personal escort over all these routes, and the tickets are equally good for independent use on any train, insuring in all cases first-class accommodations and privileges. With every ticket there are coupons enabling the holder to visit all of the leading health and pleasure resorts of California, including not only Pasadena and Los Angeles, but also San Diego, Riverside, Santa Barbara, San Francisco, Monterey, Santa Cruz, San Jose, and San Rafael. These may be used at any time during the season, so that the holder can move about from place to place as circumstance and individual taste may dictate.

The return routes are as follows: Route A (Atchison, Topeka & Santa Fe line), with three parties under special escort, leaving Los Angeles and Pasadena November 7, December 5, and April 10. Route B (Union Pacific line), with two parties under special escort, leaving San Francisco April 20 and May 4. Route D (Denver & Rio Grande line), with five parties under special escort, leaving San Francisco March 16, April 6 and 20, May 4, and June 1. Route E (Southern Pacific Company's Oregon line to Portland, and thence over the Northern Pacific Railroad), with two parties under personal escort, leaving San Francisco April 9 and June 4.

W. RAYMOND.
I. A. WHITCOMB.

Descriptive circulars, tickets, and all required information regarding the excursion may be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

EIGHT GRAND WINTER TRIPS

—TO—

CALIFORNIA.

A Choice of Two Different Outward Routes to California, and Four Different Routes Returning.

ELEGANT PALACE SLEEPING-CARS AND PALACE DINING-CARS.

—ALSO SOJOURNS AT—

The Raymond, at East Pasadena; the Hotel del Monte, at Monterey; the Hotel del Coronado, at San Diego; the Palace Hotel, at San Francisco; the Hotel Vendome, at San Jose; the Hotel Rafael, at San Rafael; the Arlington, at Santa Barbara; Santa Cruz; and other Famous Pacific Coast Resorts.

ELEVEN RETURNING PARTIES FROM CALIFORNIA.

Return Tickets good on any Train, and on any date independent of the parties if desired.

OUR annual series of winter trips to California for the season of 1890–91 will be unusually attractive. . There will be eight different trips in addition to the September and October excursions, elsewhere referred to. These tours admit the widest possible

liberty to the individual tourist, with a choice of two routes on the outward journey, and four different returning routes, with eleven dates when parties will return under special escort. In all our trains the best available accommodations in the line of sleeping-car and dining-car service will be brought into requisition. The dates of departure from the East extend through the late autumn, winter, and early spring.

Outward by Route A — Santa Fe Line.

There will be five excursions over the Atchison, Topeka & Santa Fe route, with a sojourn over Sunday in Chicago, these being in addition to the autumn trip October 13. The several dates of departure from Boston, and of arrival at Pasadena, Los Angeles, and San Diego are as follows: —

LEAVE BOSTON.		ARRIVE AT THE RAYMOND, LOS ANGELES, AND SAN DIEGO.
THURSDAY, Nov. 13, 1890.	Excursion No. 1.	SATURDAY, Nov. 22, 1890.
THURSDAY, Dec. 11, 1890.	Excursion No. 2.	SATURDAY, Dec. 20, 1890.
THURSDAY, Jan. 15, 1891.	Excursion No. 4.	SATURDAY, Jan. 24, 1891.
THURSDAY, Feb. 12, 1891.	Excursion No. 6.	SATURDAY, Feb. 21, 1891.
THURSDAY, March 5, 1891.	Excursion No. 7.	SATURDAY, March 14, 1891.

Outward by Route C — via New Orleans.

There will be three outward trips through the South and westward from New Orleans by the Southern Pacific Company's "Sunset Route." One of these, No. 5, will include a sojourn in New Orleans during the *Mardi Gras* carnival (Tuesday, February 10). The dates of departure from Boston and of arrival at Los Angeles, Pasadena, and San Diego will be as follows: —

LEAVE BOSTON.	ARRIVE AT LOS ANGELES, THE RAYMOND, AND SAN DIEGO.
TUESDAY, Jan. 13, 1891. Excursion No. 3.	TUESDAY, Jan. 27.
TUESDAY, Feb. 3, 1891. Excursion No. 5.	TUESDAY, Feb. 16.
TUESDAY, March 10, 1891. Excursion No. 8.	TUESDAY, March 24.

All the excursion tickets include visits to Riverside, San Diego, Pasadena, Los Angeles, Santa Barbara, San Francisco, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, San Rafael, and other points of interest on the Pacific Coast.

RETURNING EXCURSIONS.

There will be eleven returning excursions under personal escort over four different routes. In all cases the tickets will be good for use independently on the several routes, the holders being entitled to first-class accommodations on any train.

The dates of return from Los Angeles by Route A (the Sante Fe line) are as follows: —

LEAVE LOS ANGELES AND THE RAYMOND.	ARRIVE IN BOSTON.
FRIDAY, Dec. 5, 1890. Returning Excursion No. 1.	SATURDAY, Dec. 13, 1890.
FRIDAY, April 10, 1891. Returning Excursion No. 5.	SATURDAY, April 18, 1891.

The two dates of return from San Francisco by Route B (Union Pacific line) are as follows: —

LEAVE SAN FRANCISCO.	ARRIVE IN BOSTON.
MONDAY, April 20. Returning Excursion No. 6.	SATURDAY, April 25.
MONDAY, May 4. Returning Excursion No. 8.	SATURDAY, May 9.

The five dates of return from San Francisco by Route D (Denver & Rio Grande line) are as follows: —

LEAVE SAN FRANCISCO.	ARRIVE IN BOSTON.
MONDAY, March 16. Returning Excursion No. 2.	SATURDAY, March 28.
MONDAY, April 6. Returning Excursion No. 3.	SATURDAY, April 18.
MONDAY, April 20. Returning Excursion No. 7.	SATURDAY, May 2.
MONDAY, May 4. Returning Excursion No. 9.	SATURDAY, May 16.
MONDAY, June 1. Returning Excursion No. 10.	SATURDAY, June 13.

There are two dates of return from San Francisco over Route E (Mount Shasta line to Portland, and thence over the Northern Pacific Railroad), as follows: —

LEAVE SAN FRANCISCO.	ARRIVE IN BOSTON.
THURSDAY, April 9. Returning Excursion No. 4.	SATURDAY, May 2.
THURSDAY, June 4. Returning Excursion No. 11.	SATURDAY, June 27.

PRICE OF TICKETS.

In the following list of prices, all traveling expenses are included, viz.: Railway passage and a double sleeping-car berth (half a section) to and from California; incidental meals; board at hotels when the same is necessitated in the stops by the way; transfers; side trips to Riverside, San Diego, Santa Barbara, San Rafael, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, and all other points mentioned in the different itineraries; and three days' board after arrival in California.

Outward by Route A — Santa Fe Line.

LEAVING BOSTON NOV. 13 AND DEC. 11, 1890, AND JAN. 15, FEB. 12, AND MARCH 5, 1891.

	Adults.	Children under 12.
Returning by Route A	$285.00	$202.00
" " " B or D	325.00	204.50
" " " E	385.00	260.50

NOTE.— When no separate sleeping-car accommodations are required, the rates for children's tickets will be as follows: Returning by Route A, $155; Routes B or D, $165; Route E, $205.

Outward by Route C — Southern Pacific Co.'s Line, via New Orleans.

LEAVING BOSTON JAN. 13, FEB. 3, AND MARCH 10, 1891.

	Adults.	Children under 12.
Returning by Route A	$330.00	$219.00
" " " B or D	370.00	241.50
" " " E	420.00	283.50

NOTE.— When no separate sleeping-car accommodations are required, the rates for children's tickets will be as follows: Returning by Route A, $170; Routes B or D, $200; Route E, $230.

In connection with returning excursion No. 12 over Route E, there will be a side trip of a week, under special escort, through the Yellowstone National Park. Price of tickets, $56.

W. RAYMOND.
I. A. WHITCOMB.

A full descriptive circular, tickets, and all required information can be obtained of

W. RAYMOND, 296 Washington St. (opposite School Street), Boston, Mass.

TWO GRAND TOURS

THROUGH THE

Southern States, Mexico, and California,

With visits to the principal cities of the South; an extended Round of Travel through Mexico, with sojourns at its chief cities and places of historic and picturesque interest, including ten days in the City of Mexico; and a subsequent trip through the most delightful regions of the Pacific Coast, and homeward through Utah, Colorado, Etc.

A GRAND EXCURSION OF SEVENTY-FIVE DAYS.

Dates of leaving Boston, Tuesday, January 13, and Tuesday, February 3.

ARRANGEMENTS have been made for two grand excursions through the Southern States, Mexico, and California, each of which will extend through a period of seventy-five days. The dates of departure from Boston are Tuesday, January 13, and Tuesday, February 3, and the early part of the trip will include Cincinnati, Louisville, Ky., Birmingham, Ala., Montgomery, Ala., New Orleans, Houston, Galveston, San Antonio, and other southern points. The February party will be in New Orleans during the elaborate *Mardi Gras* festivities. The round of travel through Mexico includes visits

to Zacatecas, Aguascalientes, Leon, Silao, Guanajuato, Querétaro, the City of Mexico, Toluca, Orizaba, Cordoba, the Falls of Atoyac, Puebla, the Pyramids of Cholula, Tlaxcala, the beautiful and interesting city of Guadalajara, Chihuahua, and the City of Juarez (formerly Paso del Norte). In the course of this part of the trip there will be sojourns at San Diego, Los Angeles, Pasadena, San Gabriel, Santa Barbara, San Rafael, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, San Francisco, etc. Leaving San Francisco Monday, March 16, and Monday, April 6, the parties will journey eastward *via* the Southern Pacific Company's Ogden line to Ogden, and thence over the Denver & Rio Grande Railway through the most picturesque cañons, gorges, and passes of the Rocky Mountains. Visits will be paid to Salt Lake City, Marshall Pass, the Royal Gorge, Manitou Springs, and Denver. The dates of returning to Boston are Saturday, March 28, and Saturday, April 18.

It will be seen that the tour will be very comprehensive both in Mexico and California. In Mexico the round of travel includes visits to a score of interesting places that the individual tourist seldom sees. The train is literally a "hotel on wheels," and the visitors can stop at many points that might otherwise be lost to inspection. A special train service, with most of the travel by daylight, is another feature.

The sojourn in California can be prolonged at the pleasure of the ticket-holder; and hotel coupons, which supply board at the leading Pacific Coast resorts at reduced rates, may be had for the extra time if desired. The tickets are good for returning independently on any train.

Prices of Tickets.

For the regular tour (January 13 to March 28, or February 3 to April 18), all traveling expenses included, $700.

For the tour through the South, Mexico, and California, then returning *via* Oregon, Washington, Puget Sound, and eastward over the Northern Pacific Railroad, all traveling expenses included, $760.

For the same tour, with the addition of an excursion of one week through the Yellowstone National Park, all traveling expenses included, $816.

W. RAYMOND.
I. A. WHITCOMB.

Descriptive circulars, tickets, and all required information regarding the Mexican excursion can be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

A Grand Tour of 40 Days.

— THROUGH THE —

SOUTHERN STATES AND MEXICO.

(OMITTING CALIFORNIA)

Leaving Boston Tuesday, March 10, and Returning Saturday, April 18.

Price of Tickets (all Traveling Expenses included) - - $475.00.

In addition to the two excursions through Mexico and California, referred to on the preceding pages, there will be an excursion with Tuesday, March 10, as the date of departure, through the Southern States and Mexico, without the farther trip to California. The tour will follow precisely the same route as the first party up to the return to El Paso, with the addition of Las Vegas Hot Springs to the list. Cincinnati, Louisville, Birmingham, Montgomery, New Orleans, Houston, Galveston, San Antonio, and El Paso, as well as the places just mentioned, come into the American section of the tour. In Mexico the list of places to be seen embraces Zacatecas, Aguascalientes, Leon, Silao, Guanajuato, Querétaro, Toluca, Orizaba, Puebla, the Pyramid of Cholula, Tlaxcala, Guadalajara, Chihuahua, Juarez (formerly Paso del

Norte), the grand scenic points on the Mexican Railway, and the City of Mexico. No more extended excursion through that interesting country has ever been planned.

An early registration for this excursion (and also for the previous ones) is advisable, as only a limited number of passengers will be taken.

W. RAYMOND.
I. A. WHITCOMB.

Copies of the full descriptive circular, together with all needed information, can be obtained of

W. RAYMOND, 296 Washington St. (opposite School St.), Boston, Mass.

NEW YORK OFFICE,
No. 257 Broadway,
RAYMOND & WHITCOMB.

CHICAGO OFFICE,
No. 103 SOUTH CLARK STREET
(Corner of Washington Street),
E. H. HUGHES, Agent.

PHILADELPHIA OFFICE,
111 SOUTH NINTH STREET, under Continental Hotel,
RAYMOND & WHITCOMB.

LONDON OFFICE, 142 STRAND, W. C.
HENRY GAZE & SON,
European Agents for Raymond's American Excursions.

THE RAYMOND,

At East Pasadena, California, eight miles from Los Angeles.